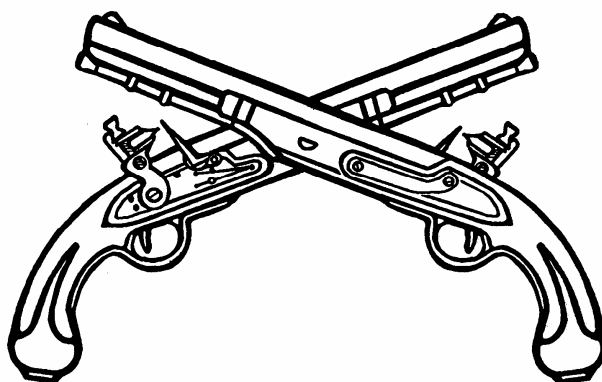


# BATTLEFIELD CIRCULATION CONTROL OPERATIONS

# MP



SETS THE STANDARD FOR EXCELLENCE

THE ARMY INSTITUTE FOR PROFESSIONAL DEVELOPMENT  
ARMY CORRESPONDENCE COURSE PROGRAM

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# **BATTLEFIELD CIRCULATION CONTROL OPERATIONS**

**Subcourse Number 2009**

**EDITION D**

United States Army Military Police School  
Fort McClellan, Alabama 36205-5030

5 Credit Hours

Edition Date: August 1996

## **SUBCOURSE OVERVIEW**

This subcourse is designed to present you with the skills and knowledge needed to supervise the battlefield circulation control (BCC) mission during an armed conflict. You will learn to plan and manage the BCC operations of route reconnaissance, main supply route (MSR) regulation, straggler and refugee control, and information gathering and dissemination. You will also learn the military police (MP) role in support of river crossing operations.

This subcourse requires no prerequisites.

This subcourse reflects the doctrine that was current at the time of preparation. In your work situation, always refer to the latest publications and use the most current doctrine.

Unless otherwise stated, whenever a masculine pronoun is used, both men and women are included.

### **TERMINAL LEARNING OBJECTIVE:**

**ACTION:** You will plan and manage the BCC mission in support of Army Operations.

**CONDITION:** You have the subcourse, paper and pencil.

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## LESSON 1

### THE BATTLEFIELD MISSION

Critical Tasks: 01-3753.00-3003  
03-3753.00-3002

## OVERVIEW

### LESSON DESCRIPTION:

In this lesson you will be presented with an overview of the six operations of the BCC mission to include the planning and organization for the battlefield mission. You will also learn how to plan and conduct a river crossing operation.

### TERMINAL LEARNING OBJECTIVE:

**ACTION:** Conduct BCC operations.

**CONDITION:** You have this subcourse, paper and pencil.

**STANDARD:** You must demonstrate your knowledge of the task by correctly answering 70 percent of the multiple-choice questions on the examination.

**REFERENCES:** The material contained in this lesson was derived from the following publications: FM 19-1, FM 19-4, FM 19-40, FM 55-2, FM 55-10, FM 90-13, FM 90-30, and TC 19-7.

## INTRODUCTION

One of the four main battlefield missions of the military police is battlefield circulation control. BCC ensures combat personnel, equipment, and supplies move smoothly quickly, and with little interference on the main supply routes. MP control circulation on the battlefield to meet changes in tactical situations and route conditions. On the battlefield, the need for such control is imperative. Enemy forces barring the MSRs disrupt movement and create the need for extensive rerouting. Shocked and disoriented soldiers must be controlled and directed to their units. Refugees and abandoned civilian vehicles may clog main roads, slowing the movement of combat forces and supplies. The everchanging nature of the battlefield will require rapid dissemination of information to friendly forces.

MP leaders must perform and/or direct each of the six operations that comprise BCC. MP must be prepared to reconnoiter routes, enforce MSR regulations, control stragglers and refugees, and gather and disseminate

information/intelligence. In addition, they must be able to support river crossing operations by combining BCC operations with measures routinely performed for other MP missions.

In this lesson you will be given an overview of the BCC mission and a discussion of the MP role in support of river crossing operations.

## PART A - DESCRIPTION

Battlefield circulation control is one of the main missions of the military police in a theater of operations. It consists of the following six operations:

- o Route recon and surveillance.
- o MSR regulation enforcement.
- o Straggler control.
- o Refugee control.
- o Information dissemination.
- o Intelligence collecting and reporting.

### ROUTE RECON AND SURVEILLANCE OPERATION

This operation is conducted on a continuing basis. Mobile patrols obtain data used in traffic plans, operational decision, and engineering unit requirements. This information includes--

- o route conditions and terrain.
- o alternate routes.
- o road restrictions and damage.
- o number and type of routes available.

Reconnaissance information is used by the combat commander, the tactical operations center, the highway traffic division (HTD), and other commands. The route recon operation will be discussed in Lesson Two.

### MSR REGULATION ENFORCEMENT OPERATIONS

MSR regulations include -

- o classifying routes.
- o controlling traffic.

- o monitoring traffic and road conditions.
- o aiding stranded vehicles and crews.
- o placing temporary road signs.

MP develop the traffic control plan which defines the traffic control measures. This plan is based on the highway regulation plan supplied by the HTD. This operation will be discussed in Lesson Three.

#### STRAGGLER AND REFUGEE CONTROL OPERATION

The purpose of straggler and refugee control is to keep people off the MSRs and keep traffic flowing. MP also provide guidance and assistance to these people. Straggler and refugee control is generally done by MP on mobile patrol, at traffic control posts (TCPs), and at checkpoints. This operation will be discussed in Lesson Four.

#### INFORMATION GATHERING AND DISSEMINATION OPERATION/INTELLIGENCE COLLECTING AND REPORTING

The purpose of these operations is to provide valuable information to authorized persons. Information includes--

- o directions and guidance.
- o locations of supply and medical units.
- o reporting on the commander's critical information requirements (CCIR).
- o information on recent enemy activity.

MP also gather information from road users, stragglers, and refugees and pass this information to other road users. These operations will be discussed in Lesson Five.

### PART B - PLANNING

Planning is the key to dealing with a complex mission such as battlefield, leaders circulation control. We will next discuss the threats and problems which leaders must consider when planning BCC. We will also discuss evaluation procedures, responsibilities for BCC planning, and various types of plans.

#### THREATS AND PROBLEMS

##### Threats

Battlefield circulation control is impeded by constant threats from the enemy as a result of the tactical situation. These threats include--

- o attacks on logistical support bases.
- o attacks from high performance aircraft and attack helicopters..
- o use of electronic warfare tactics.
- o use of NBC warfare tactics.
- o use of enemy intelligence agents.
- o use of guerrilla forces.

The enemy is aware that cutting supply routes limits a force's ability to conduct battle. Attacks on support bases and convoys are two ways of doing this. The use of electronic and NBC tactics confuse and frustrate resupply efforts. Enemy agents are used to gather information about all aspects of the theater of operations. Guerrilla forces are used to ambush convoys and attack logistical support bases. These attacks disrupt and frustrate more than destroy. It is important that MP involved in BCC are prepared for these threats. Planning is the key to preparation.

#### Problems

Traffic and environmental conditions are problems which hinder BCC. These problems include- -

- o refugee and straggler movements.
- o oversize and overweight equipment movements.
- o weather conditions.
- o terrain.
- o road conditions.
- o unit locations.
- o enemy locations.

These threats and problems caused by nature and the battle situation make the job difficult for MP. Good planning based on accurate information is critical in countering these threats and problems.

#### RESPONSIBILITIES FOR MOVEMENT IN THE CORPS AND DIVISION AREAS

At the corps, centralized movement management and highway regulation are provided by the Movement Control Center (MCC). The MCC is under the staff supervision of the corps support command (COSCOM) assistant chief of staff (ACofS) for transportation. The MCC provides transportation control throughout the corps and supports both logistical and tactical transportation



requirements. The highway regulation is conducted by the HTD by planning routing and scheduling movement on the available road net.

The overall plan for highway regulation is developed and coordinated with other staff agencies. Coordination must include the provost marshal. The extent of regulation exercised by the HTD depends on the amount of movement expected and the capacity of the road net. The types of movement normally scheduled by the HTD include convoys, oversize vehicles, overweight vehicles, and road movement of troops on foot. Local movements in the corps area are coordinated by the movement control team (MCT) which is under the control of the MCC. Highway regulation is carried out by highway regulation point teams (HRPTs). These teams are under the operational control of the HTD. HRPTs are stationed at critical locations on the highway net to carry out traffic regulation.

The division transportation officer (DTO) and the division support command (DISCOM) movement control officer (MCO) manage the division transportation system. The DTO is a special staff officer who plans and coordinates transportation. The MCO at DISCOM manages the division transportation assets.

A forward support battalion (FSB) of the DISCOM supports the transportation needs of each brigade in a heavy division. The FSB command and control serves as the forward point of contact for all modes of transportation support. The infantry, light infantry, airborne, and air assault headquarters is staffed with a forward area support coordinator (FASCO) from the DISCOM.

## CORPS HIGHWAY REGULATION

Traffic planners cannot begin to plan traffic regulation activities until a traffic circulation control overlay is prepared. Then a written traffic regulation plan is prepared.

### Traffic Circulation Plan

The traffic circulation control plan graphically portrays the road net plan and how it is to be used and maintained. Normally prepared in the form of an overlay, it provides highway regulation information to the highway users. Normally, the plan includes the following information:

- o The most restrictive route.
- o Features and route designations.
- o Direction of movement.
- o Location of boundaries, units, HRPTs, TCPs, and principal supply points and depots.
- o Major geographical features and light lines, if applicable.
- o MP traffic control overlay with MP control measures.

See the sample plan, Figure 1-1.

### Traffic Regulation Plan

At the corps level, the traffic regulation plan is prepared by the HTD. It is based on the following information:

- o Operational plans.
- o General route information provided by the engineers and military police.
- o Traffic information.
- o Terminals.
- o Availability of communication.

Management of the traffic regulation plan is a function of the HTD and its field offices (HRPTs). It includes all measures taken to ensure that the traffic regulation plan is carried out effectively. Such measures include the following:

- o Convoys and vehicles following the circulation plan.
- o Implementation of the rule of the road.
- o Diversions, as necessary.

### Traffic Control Plan

The corps provost marshal (PM) directs his staff to prepare a traffic control plan. The traffic control plan identifies the placement of MP traffic control measures. The plan is prepared in overlay form and shows the location of TCPs, mobile patrol areas, temporary signs, and other control measures. Each battalion and company in the MP brigade prepare a traffic control plan for their areas of operation. These subordinate plans are compiled to form their areas of operation. The brigade plan is provided to the HTD for inclusion in the traffic circulation control plan and updated as changes occur.

### DIVISION HIGHWAY REGULATION

The DTO has the responsibility of preparing the division traffic regulation plan for the road net in the division area. As in the corps plan, a traffic circulation control plan must be prepared before the traffic regulation plan can begin.

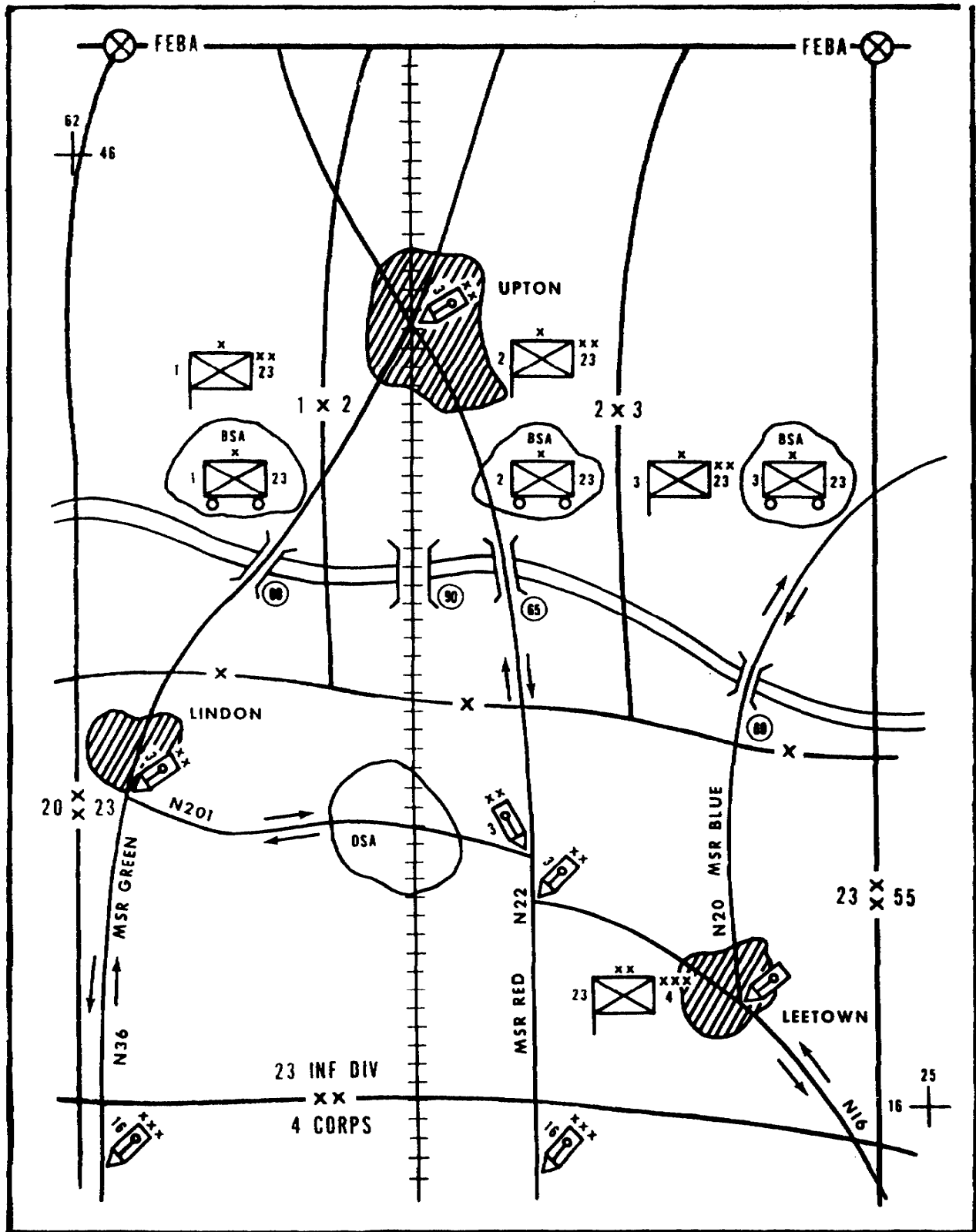


Figure 1-1. Sample Plan.

## Traffic Circulation Plan

The traffic circulation plan is prepared by the DTO, normally in the form of an overlay to provide highway regulation information to highway users. The division traffic circulation plan includes the following:

- o The most restrictive route features and route designations.
- o The direction of movement over each route.
- o The location of boundaries, units, HRPTs, and principal supply routes.
- o Major geographical features and lines, if applicable.
- o Routes designated for combat service support and tactical units.
- o The priority of movement to tactical vehicles if they share routes with combat service support (CSS) units.
- o The use of MP or other security elements near the division boundary to intercept or report the arrival of corps elements moving forward.
- o Alternate routes for use when main supply routes are damaged or congested.
- o Command support of traffic regulation within the division area.
- o The division traffic control plan.

See the sample division plan in Figure 1-1.

## Traffic Regulation Plan

The traffic regulation plan is a written staff plan concerning the capabilities of the existing road net to handle the traffic that must move over it. The plan is started well in advance of the actual operation. The size of the command, the road network, the logistical situation, the mission, and the disposition of the tactical units must be considered in the development of the plan.

Planning is fully coordinated with other staff agencies and among all echelons of the commander concerned (corps and brigade). Planning must include the provost marshal. The plan is based on the same considerations as the corps plan and differs only in staffing.

## Traffic Control Plan

The division traffic control plan displays in overlay form the same types of MP control measures found in the corps plan. It implements the division traffic circulation plan. The division plan is compiled from traffic control measures implemented by the direct support platoons supporting each of the

maneuver brigades and those measures needed in the division rear. The plan is provided to the DTO for inclusion in the division traffic circulation plan.

## OPERATION ORDER

After all considerations and estimates are made, the planner finalizes the plan and publishes the operation order (OPORD). This order may be written, oral, or both. It must be issued to all mission personnel. The preparer of the OPORD follows the standard five paragraph format found in FM 101-5 and CGSC ST 101-5.

## PART C - RIVER CROSSINGS

MP provide BCC for river crossings by enforcing MSR regulations, directing crossing units to their proper locations, ensuring units move through the crossing area on schedule, and disseminating information that will assist the crossing unit. MP support to river crossings reduces congestion, speeds the crossing, and helps maneuver forces maintain momentum.

MP also provide area security by conducting area recon to locate small-scale enemy activity and to gather information. MP also control and coordinate evacuation of EPWs captured by the maneuver forces. MP operate TCPs and mobile patrols, erect temporary signs, and set up and operate staging areas.

The smooth efficient flow of traffic and equipment across a river is a key element in the success of any battlefield operation. MP must learn and execute the techniques for coordinating the staging, movement, and protection of the unit during a river crossing. MP support is critical for the success of this operation.

Planners for MP support to river crossing must understand the following:

- o terms unique to river crossings.
- o types of crossings.
- o preparation for river crossings.
- o chain of command for crossing operations.
- o MP role in river crossings.
- o special considerations for river crossings.

## TERMINOLOGY

Bridgehead - is an area on the far side of the river. It is beyond the intermediate objectives and is large enough to accommodate the assault force and supporting elements.

Crossing area commander (CAC) - is the authority solely responsible for all actions and movements within the crossing area.

Crossing area - is the area between the near and far release lines and the divisional boundaries including the river. The crossing area is under the control of the CAC.

Crossing force commander (CFC) - is the authority responsible for the complete operation. The CFC has command and control over elements in all areas taking part in the operation.

Crossing site - is the physical location of troop and equipment movement across the river.

Dispersal area - is a holding area located on the near side adjacent to a crossing site.

Engineering regulation point - is an area located at or close to the near side release line where vehicles and cargo are inspected by engineering personnel. They verify that vehicles and equipment crossing the river will not exceed the capacity of the site.

Entry bank - is the river bank where the crossing begins.

Exit bank - is the river bank where the crossing is completed. It is also called the objective side.

Far side - is the objective side of the river.

Final objective - is most often considered the bridgehead. It is the final goal of river crossings. Efforts are then undertaken to obtain the goals of the tactical operation.

Highway traffic division - is the location of the authority controlling traffic in the crossing area. It is directly under the control of the CAC.

Holding area - is an area provided for parking vehicles. Holding areas will be discussed further in Lesson Three.

Intermediate objective - is a mid-operation goal to be attained by the assault force.

Near side - that side of the river where the crossing begins; the departure side.

Staging area - is an area for holding vehicles until their advance to the crossing site. Engineer regulation points are often operated with the staging area.

These definitions are used when discussing river crossing operations. Keep them in mind when reading the remainder of this lesson.

## TYPES OF RIVER CROSSINGS

MP support the three types of river crossings. Although each requires a different degree of MP support, the measures used are basically the same. The three different types of river crossings are--

- o hasty.
- o deliberate.
- o retrograde.

### Hasty River Crossing

A hasty river crossing is an operation performed as an extension of an ongoing attack. It uses the crossing unit's existing means. It does not require special MP support. The characteristics of a hasty river crossing are as follows:

- o Speed, surprise, and minimal loss of momentum.
- o Decentralized operations using existing or expedient crossing means.
- o Weak enemy defense on both banks.
- o Minimal concentration of crossing forces.
- o A quick continuation of the attack.

Ideally, commanders want all river crossings to be hasty. However, a hasty crossing is not always feasible. The enemy's strength or the severity of the obstacle may prohibit hasty crossings.

### Deliberate River Crossing

When a hasty crossing is not feasible, a deliberate river crossing is made. A deliberate river crossing is used to overcome a significant river obstacle or strong enemy defense. It requires the use of planned MP support. The characteristics of a deliberate river crossing are as follows:

- o Prior failure or unfeasibility for a hasty crossing.
- o Detailed planning and centralized control.
- o A pause in the forward movement to prepare for the crossing.
- o Actively clearing the enemy from the entry bank.

Hasty and deliberate river crossings are offensive in nature.

### Retrograde River Crossing

Unfortunately, armies do not always move forward. When it is tactically necessary to move forces backward, it is called retrograde movement. A retrograde river crossing is not a retreat. It is a complex tactical operation. A retrograde crossing is more involved than an offensive crossing. The characteristics of a retrograde crossing are as follows:

- o Detailed plans and centralized control.
- o Enemy control of the maneuvering initiative.
- o High risk to friendly forces.
- o Use of overwatch fire on the exit bank.
- o Forces detailed to delay enemy advances.

Retrograde crossings are performed for any of the following reasons:

- o The force is to be employed elsewhere or in a better position.
- o Continuation of the present operation no longer promises success.
- o The purpose of the operation has been achieved.

Retrograde crossings are performed in the overlapping segments of delay, defense, and crossing.

Delay. The delay is a tactic that allows the force to trade space for time. By holding the enemy back, the delay force gains time, allowing the main body of the force to cross. This tactic may be used at several points along the fallback route. This delays the enemy and slowly moves the delay force toward the crossing.

Defense. The defense force crosses early during the main body crossing. They set up watch positions on the exit bank to engage and hold the enemy while the delay force crosses. The defense force provides both direct and indirect fire against the enemy.

Crossing. The retrograde crossing is a carefully planned, closely controlled operation. It is controlled by the delay force commander, CAC, and traffic headquarters. The CAC ensures compliance with size and class limits. He controls the holding areas to assure that traffic moves quickly and smoothly. The CAC also controls TCPs to manage traffic flow. The CAC ensures the crossing sites are properly operating.

The retrograde movement starts with two-way crossings. This moves nonessential resources to the rear and prestocks the delaying force. While this goes on, additional crossing means are set up. The defending force is set up in the crossing area on the exit bank. They provide cover while the delay force crosses.



The operation of the crossing area must provide for quick, smooth traffic flow. Control must be sufficient to ensure only essential resources remain operating in the crossing area. Crossing sites must have watch positions for the protection of forces crossing under pressure.

Equipment and supply crossings are coordinated for the buildup of defenses. All movement to, across, and from the river line is controlled. The crossing defense buildup must be coordinated with the delay force commander to maximize use of the crossing site.

The enemy is denied use of the crossing site by dismantling and removing it or destroying it. Activity in the crossing area is continuous and requires detailed planning and positive control.

## PREPARATION FOR RIVER CROSSINGS

### Crossing Forces

Four forces are used in offensive crossings:

- o Assault.
- o Follow-up.
- o Support.
- o Combat service support.

Assault Forces. Assault forces conduct the initial assault and crossing of the river. They exit the river and maneuver to their intermediate objective. From the intermediate objective they move toward the bridgehead.

Follow-up Forces. These forces provide watch for the assault forces and provide direct and indirect support fire. They cross when the assault force is at its intermediate objective. Then they follow the assault force, providing support and assistance as the assault forces move toward the bridgehead.

Support Forces. Support forces develop the crossing site. They set up and maintain the crossing equipment. They aid the assault force in obtaining their objective. The support forces also control movement to and from the river.

Combat Service Support Forces. These forces provide the other forces with the ability to sustain the assault. They support these forces all the way to the bridgehead. Combat service support forces provide supply planning. This includes moving supplies forward. The methods used are--

- o airlift or drop.
- o rafts.

- o bridges.

Airlifts and airdrops are used to move supplies as far as the bridgehead. Rafts and bridges are used to supply assault forces during the initial phases of the assault.

### Factors

The primary factors that influence river crossings are:

- o The obstacle.
- o The enemy.
- o The organization of the crossing force.
- o The ability of the crossing force.

**Obstacle.** The number, locations, and physical characteristics of crossing sites impact on crossing operations. The amount of equipment needed and the amount of time required to prepare are other factors to consider. River banks with steep inclines take longer to prepare for. The terrain of the banks and surrounding areas determines the number of crossing sites that can be used.

**Enemy.** Enemy resistance determines whether a hasty or deliberate crossing is made. Enemy use of the obstacle for defense and where it defends also affects the mission. This affects the size, activity, and the temporary division of forces during a crossing. A strong, well-placed enemy may force longer division of those forces attempting to secure the exit bank. Crossing at night will help to nullify enemy defenses.

**Organization.** Crossing force organization refers to the internal coordination and command network. Centralized command enhances this coordination. Positive control increases the likelihood of a successful crossing.

**Ability.** Crossing force ability is the capability to place overwhelming combat power on the exit side. This is effected by the speed of the crossing, the location and terrain of the crossing, and the strength of the crossing force.

### Methods

Four methods are used to move men and materials across a river. They are placed into operation in phases. These methods are as follows:

- o Fording.
- o Assault and swimming.
- o Rafting.

- o Bridging.

Fording. Fording is the movement of personnel and vehicles through the river. It is limited to shallow, slow moving rivers. Also, only properly equipped vehicles may be used during fording.

Assault and Swimming. This is accomplished by aircraft, assault boats, and amphibious vehicles. Helicopters are used to lift troops and supplies across the river. Other vehicles used are--

- o pneumatic assault boats.
- o pneumatic reconnaissance boats. (See Figure 1-2.)
- o large assault craft.

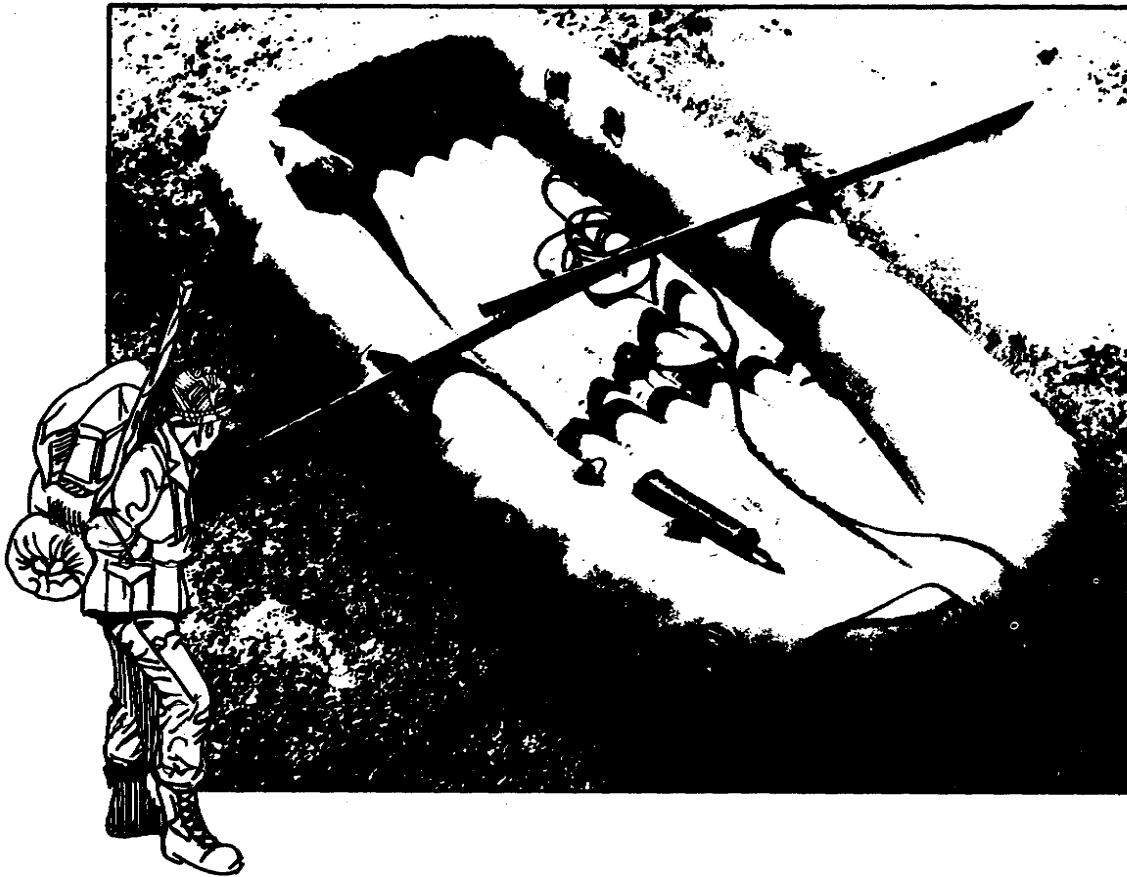


Figure 1-2. Pneumatic Reconnaissance Boat.

- o armored personnel carriers. (See Figure 1-3.)
- o one and a quarter-ton cargo vehicles.

- o M548 cargo vehicles.
- o universal engineer tractors (UETs).

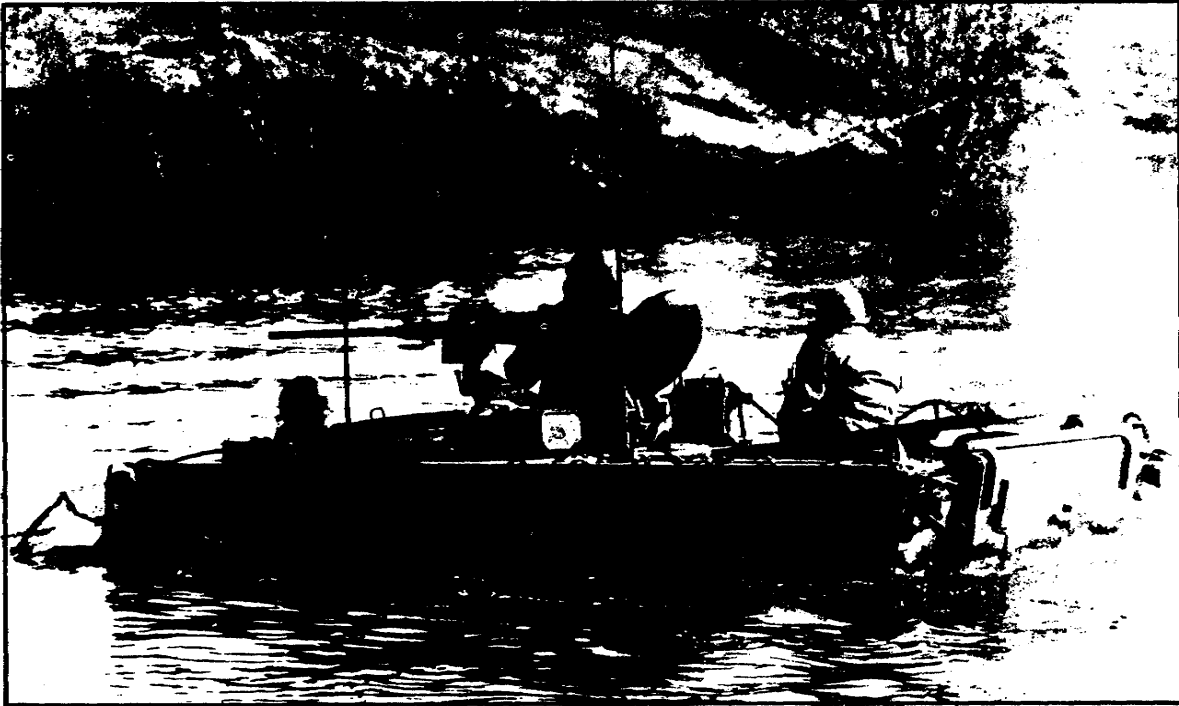


Figure 1-3. Armored Personnel Carrier.

Ferries are also used for crossing when available. These are mostly captured from the enemy or civilian operators. The use of ferries allows the crossing force to move large quantities of personnel and equipment in a single crossing.

Rafting. Rafting refers to floating vessels used to transfer items across the river. There are three classifications of rafts:

Light tactical rafts. This includes small rafts used as assault boats to rafts used for class 12/16 bridging. See Figure 1-4.

Heavy rafts. This includes rafts used to make class 60 bridges, mobile assault bridges (MABs), ribbon bridge rafts, and M4T6 rafts. See Figure 1-5.

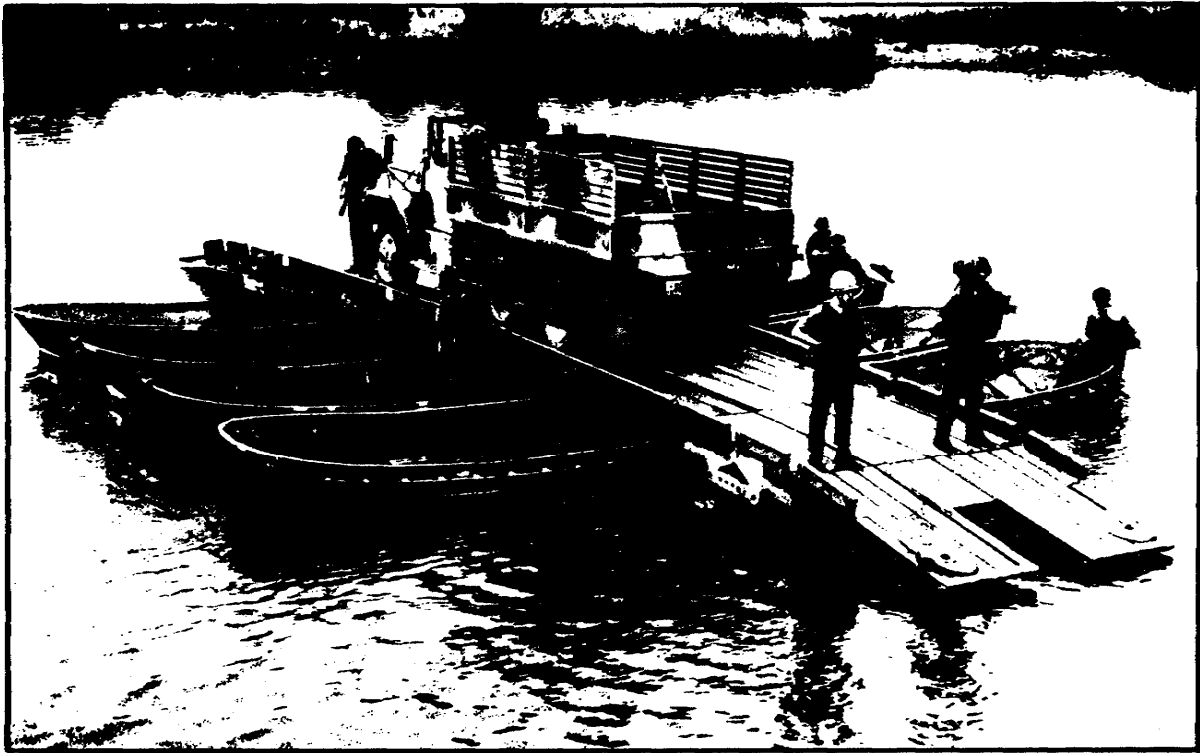


Figure 1-4. Light Tactical Raft.

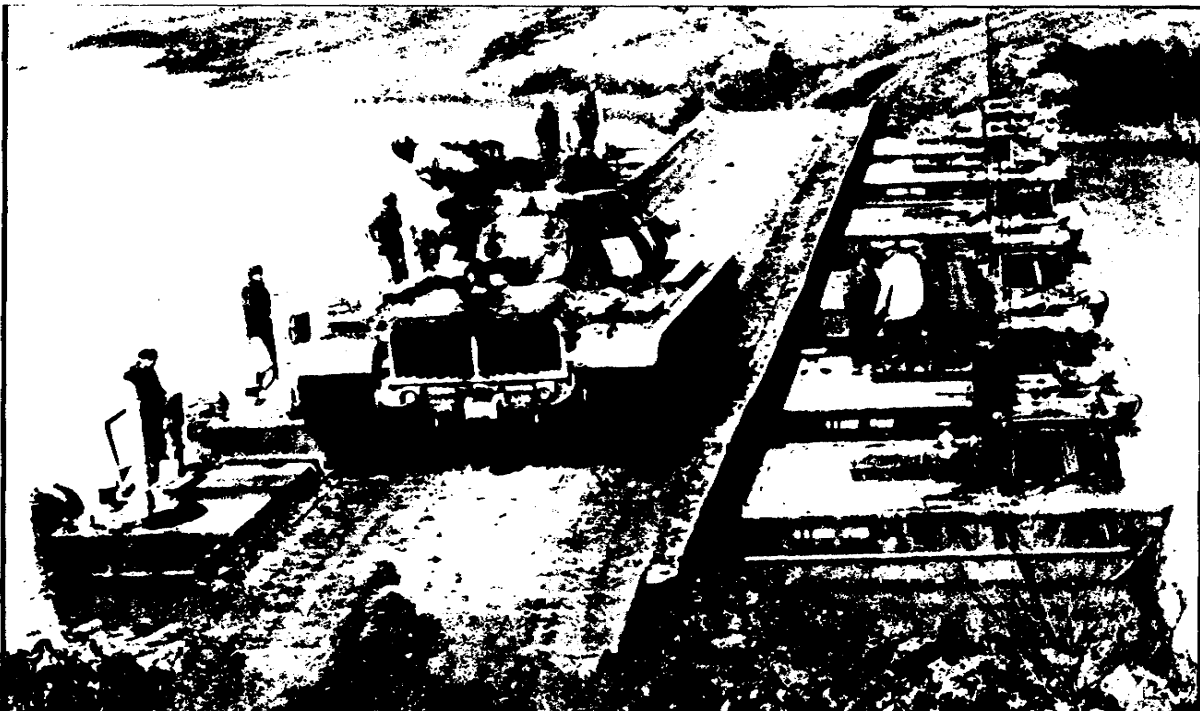


Figure 1-5. Mobile Assault Bridge.

Bridging. Bridging is also used to transfer troops and materials across the river. Bridges fall into two categories, fixed and floating. Fixed bridges are constructed on site and bridge the river rather than float on it. The Bailey and medium girder bridges are examples of fixed bridges. See Figures 1-6 and 1-7.

#### Site Selection

When selecting a crossing site, planners should consider the following factors:

- o Enemy activity.
- o Crossing method.
- o Physical characteristics.
- o Assault concept.
- o Means available.



Figure 1-6. Bailey Bridge.

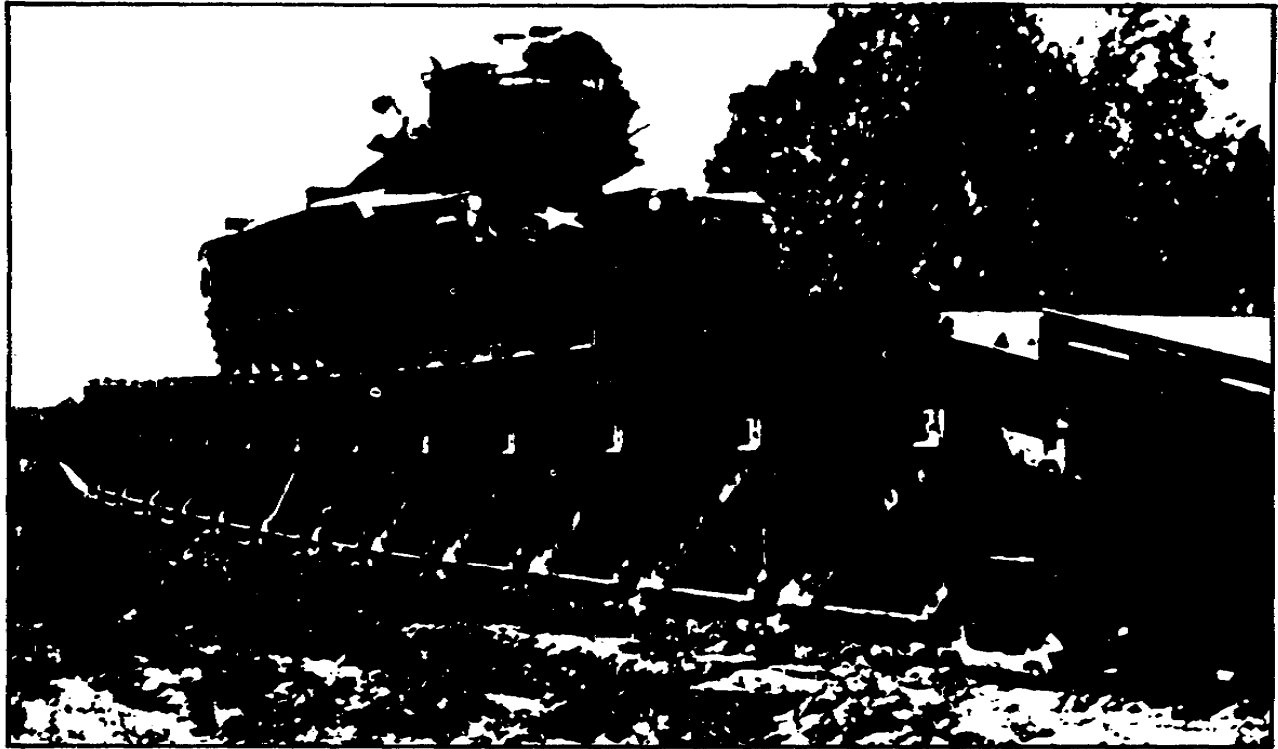


Figure 1-7. Medium Girder Bridge.

Enemy Activity. Consider enemy point of view when considering a possible site. Take note of any locations the enemy could use to fire on the site. Evaluate each location and determine what action is needed to neutralize it.

Crossing Method. Crossing methods were discussed earlier in this section. Some sites are suitable for more than one method. Identify at least two possible assault and swimming sites for each brigade.

Physical Characteristics. Consider the physical characteristics of the river such as a depth and velocity. This could rule out ford crossings. The entry and exit routes affect selection of a site. Tall, vertical banks might prohibit an amphibious craft. The presence of obstacles such as large rocks and trees would make a site unfit. The site must offer proper cover and concealment.

Assault Concepts. Carefully consider the assault plan when selecting crossing sites. The type of formation (line, column, echelon) may require a specific means of crossing. The assault plan may require that forces converge on an objective from specific directions. Select the site with these factors in mind.

Means Available. The means available for river crossings impacts on site selection. If no bridges are available, selecting bridging sites is useless. Another consideration is the amount of time to prepare a site. If it takes a

week to prepare, it would not be a suitable site for a hasty or a high-pressure retrograde operation.

The entry side of crossing should have minimum exposure to direct enemy fire. It should also offer good cover and concealment. The entry side should have firm, gently sloping banks free of obstacles. It should permit rapid entry along multiple points.

The exit bank is selected to allow security for the bank and remaining forces while they cross. It should also direct the assault force toward their next objective.

### Planning Considerations

The success of a river crossing depends on the plan used. The plan must be detailed and accurate. It should include--

- o severity of the river.
- o enemy defense of the river.
- o command and control of the operation.
- o ability to continue the tactical mission.

Severity. River characteristics determine such factors as--

- o breadth of the front.
- o number of crossing sites.
- o crossing methods required.
- o equipment needed.
- o preparation time required.
- o support available.

A wide front reduces congestion and vulnerability while permitting more troops to cross quickly. A wide front also makes it harder for the enemy to distinguish which crossing site poses the greatest threat. When the river does not permit a wide front crossing, it is easier for the enemy to cause damage. A recon patrol of the river will provide the detailed information needed.

Enemy Defense. The enemy use and defense of the river affects the crossing. For example, the enemy will heavily defend the river if it is part of its main supply network. Current and accurate data on the enemy is obtained from the intelligence section.



Command and Control. Command and control of the operation should be centralized to assure coordination between support and assault forces. Positive, yet flexible control increases the chances for success but permits changes to meet the situation.

Ability. The crossing force must have ability to place overwhelming combat power across the obstacle and continue the tactical mission. This is determined by the previous three factors plus troop training and experience. It is also affected by the size of the front and number of crossings.

The river crossing plan must provide for traffic control scheduling. A carefully planned flow of equipment, supplies, and troops is needed to efficiently and rapidly move across the river. The priority of movement must provide for the resources needed and the sequence in which they are needed.

Communications are critical to river crossings. They need to be smooth, quick, and closely controlled. Communications are difficult during radio silence periods prior to the assault crossing. This creates a heavy load for the wire communications network and must be planned for.

Remember that a river crossing is not a tactical operation. It is a means of overcoming an obstacle. The attainment of the bridgehead is a complex undertaking. Assault forces are assigned a crossing site and intermediate objective. This spreads the crossing force among many crossing sites where they are less vulnerable and less predictable. To aid the crossing, heavy indirect fire is provided and air superiority is needed to safeguard the crossing.

Retrograde crossing plans are also detailed. This is a high risk situation. Failure to accomplish a retrograde crossing could mean the loss of the entire force. When conducting a retrograde crossing, nonessential elements cross the river first. They immediately disperse and prepare to support the operation. A delaying force is used to deceive and hold the enemy while defense forces set up on the exit bank. The defense forces take up the battle to hold the enemy while the delay force crosses the river.

The plan should anticipate that the enemy will detect the operation and attempt to counter it. During the crossing the enemy temporarily has the advantage of more combat power and maneuver initiative. It may try to bypass the delay force and stop the crossing. The plans should be prepared to foresee probable enemy action and defend against it. Once all forces have crossed the river, all tactical bridging and rafts must be removed, dismantled, or destroyed. The enemy is denied the use of all crossing means and is unable to pursue beyond the river.

Deception techniques are used to keep the enemy uninformed about the crossing operation. These techniques include--

- o using smoke to hide the operation.
- o establishing dummy crossing sites.

- o using electronic and magnetic deception equipment.

Along with deception, operation security (OPSEC) measures must be employed.

These include keeping special crossing equipment concealed and minimizing daylight movement. An assessment of the vulnerability of friendly forces will identify weak points.

The crossing schedule is a timetable for crossings. It includes the time specific units are to cross. It is based on the time of the initial assault and minimizes the concentration of units on either bank. See Figure 1-8.

The movement plan contains traffic control data for each crossing area. It identifies the location and missions of all traffic control measures such as--

- o approach routes.
- o TCPs.
- o staging areas.
- o holding areas.

| SITE | METHOD     | UNIT   | VEHICLES | TIME                   |
|------|------------|--------|----------|------------------------|
| ***  | ***        | ***    | ***      | ***                    |
| 2    | SWIM       | B/1-77 | 11       | H to H + 10 min        |
| ***  | ***        | ***    | ***      | ***                    |
| ***  | ***        | ***    | ***      | ***                    |
| 5    | HEAVY RAFT | A/1-1  | 22       | H + 30 min to H + 1 hr |
| ***  | ***        | ***    | ***      | ***                    |
| ***  | ***        | ***    | ***      | ***                    |
| 7    | HEAVY RAFT | B/1-1  | 17       | H + 1 hr to H + 2 hr   |
| ***  | ***        | ***    | ***      | ***                    |
| 3    | SWIM       | A/1-2  | 25       | H + 10 min to H + 1 hr |
| ***  | ***        | ***    | ***      | ***                    |
|      |            |        | ***      | ***                    |

Figure 1-8. Crossing Schedule.

## CHAIN OF COMMAND

The division commander develops the crossing operation concept plan. He determines the type of crossing, breadth of the front, and visibility requirements. The commander submits the conceptual plan to both higher and lower authorities. They formulate their plans using this information.

The division commander is responsible for all aspects of the river crossing operation. He appoints a CFC. Under the CFC's command are the--

- o assault force commander.
- o crossing area commanders.
- o traffic HQ.

The crossing force commander has overall control of the crossing operations. The CFC may be the division commander but is usually the assistant division commander. His staff is located at the crossing force HQ. This staff is responsible for the following functions:

- o Operations and area security.
- o Engineering.
- o Movement and traffic control.
- o Communications and electronics.
- o Logistics.

See Figure 1-9.

The CFC has responsibility for the entire crossing operation. He is responsible for the forces from the rear to the forward bridgehead. Under the CFC's command is a CAC for each crossing area. Generally, one crossing area is set up for each assault brigade.

The CFC and staff work closely with the day-to-day divisional planners.

Therefore, the CFC headquarters should be located in or adjacent to the division main command post (CP). The CFC staff is staffed by people from the division staff. If needed, the corps may provide people to staff the CFC HQ staff.

Brigades are assigned as the assault force in a division level crossing. Each division moves two brigades forward into a brigade zone. The brigade commander acts as the assault commander. When the assault force is in the crossing area, the assault commander is under the control of the CAC.

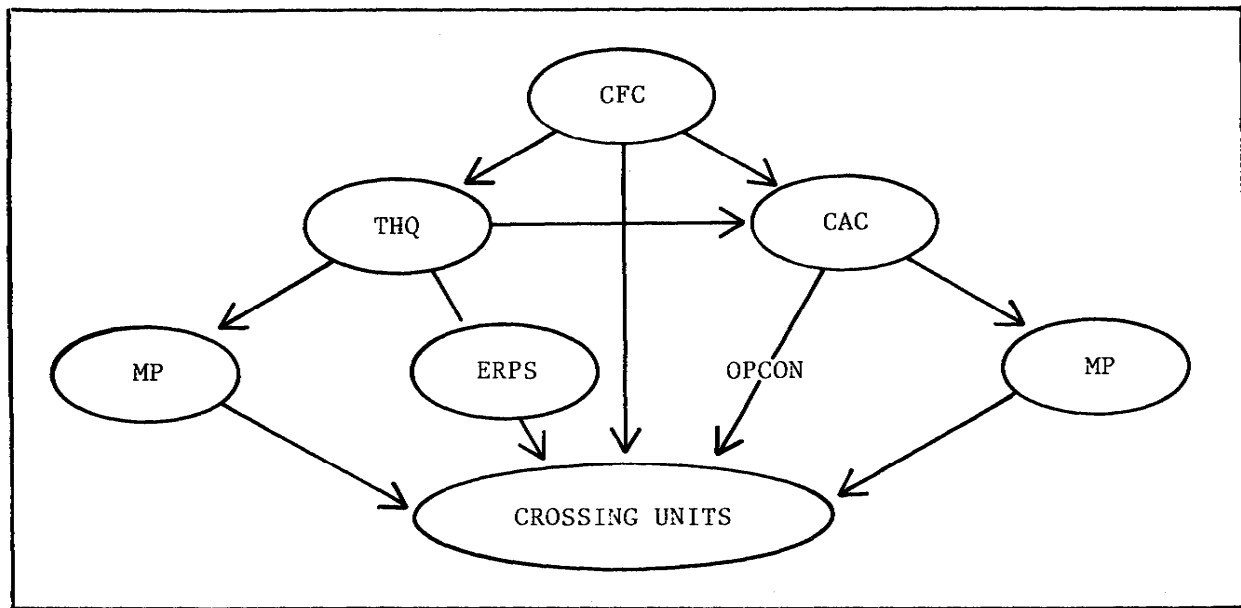


Figure 1-9. CFC Chain of Command.

The CAC, usually the brigade executive officer (XO), has OPCON over all units within his crossing area. He controls the--

- o assault forces in the crossing area.
- o tactical element that secure crossing sites.
- o support forces.
- o control elements.

The crossing control officer (CCO) acts as the coordinator between the assault force and the CAC HQ. Figure 1-10 shows the relationship between the CFC, CAC, CCO, and MP. Figure 1-11 shows the organization of crossing area control.

The CCO acts as the crossing unit's liaison with the CAC. Each crossing unit appoints a crossing control officer. His duties are to maintain the uninterrupted flow of the movement by compliance with CAC and CFC directions.

The CCO assures unit readiness. He designates and marks vehicles and equipment to assure they move with proper priority. Command, communications, ammunition, and ambulances are examples of high priority vehicles. He also marks convoys. The markings are applied so they can be seen by ground and aerial observers. Convoys are marked with at least a priority number and a serial number.

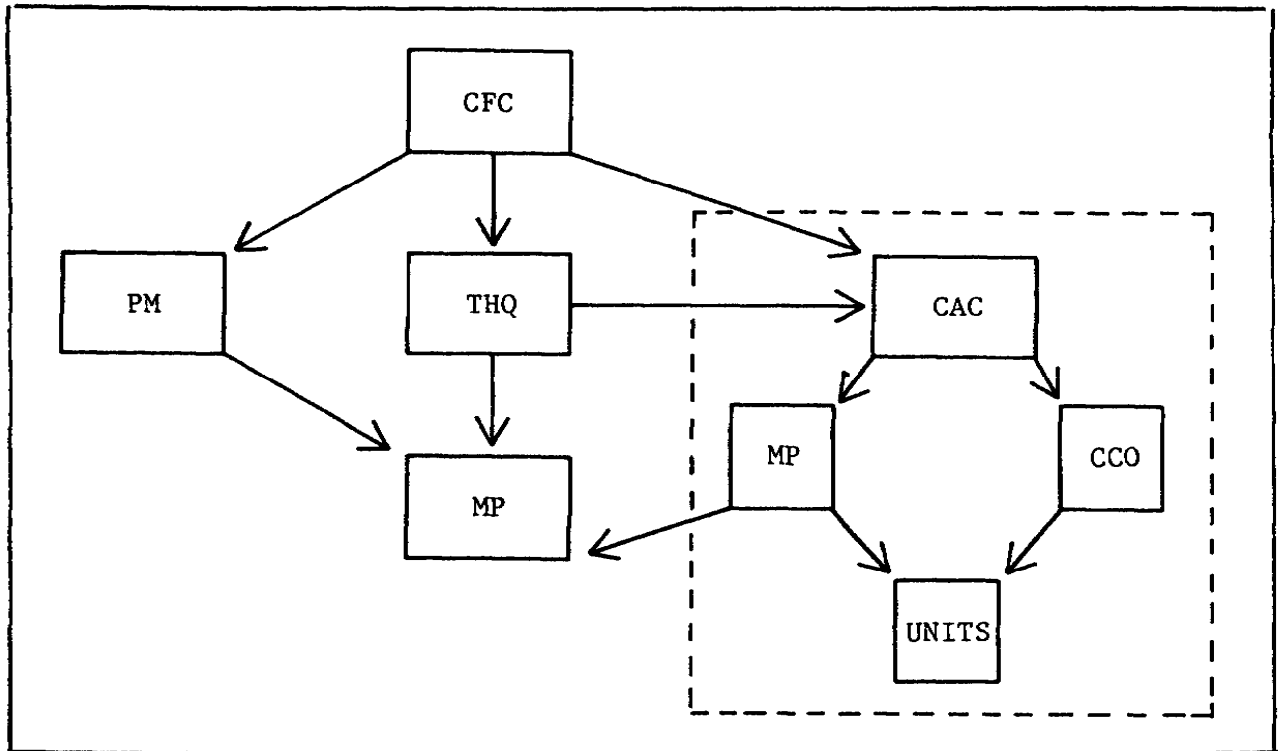


Figure 1-10. Crossing Force Relationships.

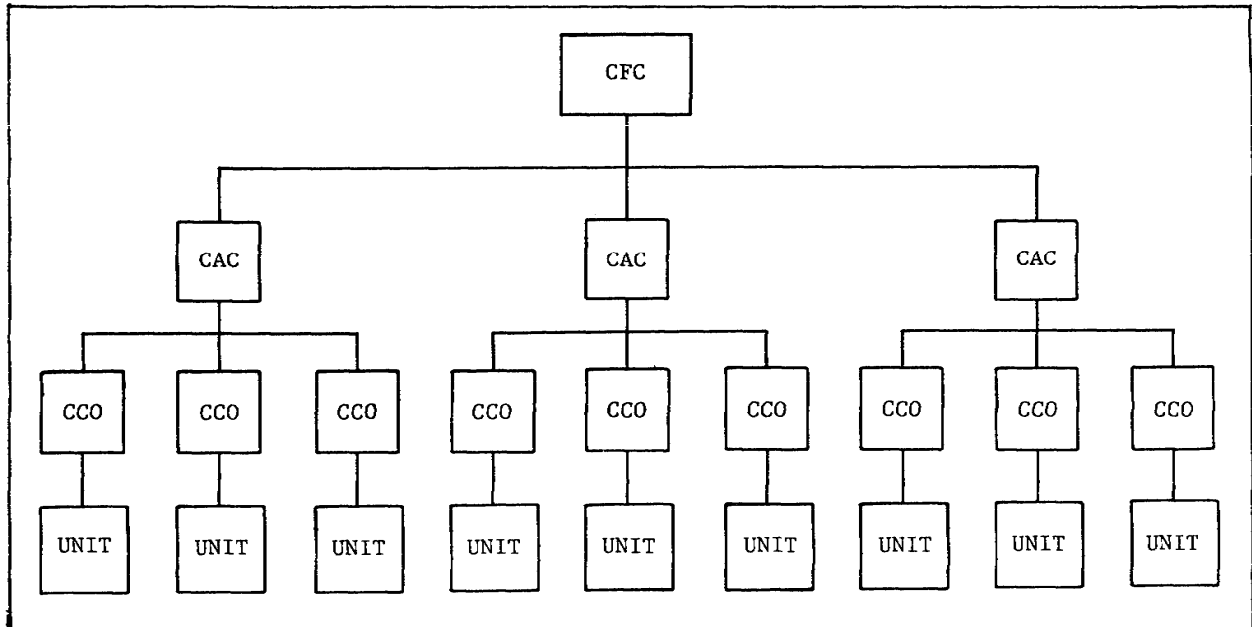


Figure 1-11. Crossing Area Relationships.

The CCO also assigns priorities to other crossing elements to maintain the proper movement order. Early in the operation he sets priorities and schedules to restrict traffic returning from the far bank. Essential vehicles and personnel are returned by raft or helicopter. This minimizes the return traffic flow and congestion of crossing units.

The traffic HQ plans, schedules, routes, and monitors traffic movements. It is under the authority of the CFC and is located at the CFC HQ. The traffic HQ performs the following duties:

- o Assist the CFC staff in developing movement priorities and defining routes.
- o Determines route and time allotments and sends data to the units.
- o Prepares road movement tables and graphs.
- o Consolidates road movement tables and schedules highway movements.

The traffic circulation plan identifies various road networks. This plan was discussed earlier in this lesson.

The traffic HQ monitors traffic movements throughout the crossing areas. It does not monitor traffic in the forward combat zone. The traffic HQ develops change procedures. These procedures detail how to change routes, schedules, and priorities.

## MP ROLE

The military police are an important part of river crossing operations. Movements during the crossings, timing, priorities, and schedules are all crucial to the operation. MP control this movement. We will now discuss--

- o planning MP support.
- o MP support duties.

### Planning MP Support

One of the MP roles in the crossing is planning. The CFC and his staff plan the operations and prepare the operations order. Based on the operations order, the provost marshal plans MP support. The MP company commander uses these plans to plan the use of MP personnel.

The division MP direct support platoons support the assault brigades. The MP general support platoons support the rear elements. Any additional direct support is generally provided by corps MP. An MP company assigned to augment the direct support platoons is placed under the PM's OPCON. He places a corps platoon with each of the division platoons.

General support platoons are assigned by area to support the division's rear element. They cross the river after the direct support platoons. They take over security and set up the operations to control the crossing of rear elements. The platoon supporting the division main CP provides security while the CP crosses.

Both direct support and general support platoons perform the same functions in the crossing.

#### MP Support Duties

MP duties are much like those in other BCC operations. The difference is the goal of the operation. Military police perform a combination of three missions in support of river crossing operations:

- o Area security.
- o EPW control.
- o BCC.

Area Security. The MP area security mission includes area recon to locate small scale enemy activity. It also includes gathering terrain and intelligence data. This information is useful for planning and sustaining the forward advance. MP also handle EPWs who are captured during the assault force operations.

Enemy Prisoner of War Control. During offensive river crossings, EPWs will be taken. These prisoners are moved to the rear and interrogated. An EPW collecting point is set up on the entry bank. It should be far enough to the rear to prevent interference with movements and close enough to permit quick detention of EPWs. Temporary EPW collecting points may be established in the forward area by the assault force.

As the assault forces advance toward the bridgehead, EPW collecting points may be moved to the far side. Temporary EPW collecting points may be established. MP receive EPWs from collecting points and capturing units and transport them to the rear area.

Battlefield Circulation Control. BCC for river crossings consists of four basic tasks:

- o MSR regulation enforcement.
- o Directing units to various locations.
- o Ensuring movements are in accordance with the schedule.
- o Disseminating information that assists the crossing units.

MP set up control measures as prescribed in the traffic control plan. The plan includes the following control measures:

- o TCPs.
- o Staging areas.
- o Holding and dispersal areas.
- o Engineer regulation points (ERPs).
- o Temporary signs.
- o Straggler and refugee control.

Traffic control posts. MP staffing TCPs perform a variety of duties including--

- o controlling traffic and enforcing traffic regulations.
- o passing pertinent information to crossing units.
- o identifying problems as they arise.
- o rerouting traffic as needed.

Staging areas. MP establish and staff staging areas for units designated to cross the river. See Figure 1-12.

Holding and dispersal areas. MP set up and staff holding and dispersal areas.

Between the staging areas and the first traffic regulation line, holding areas are staffed by corps MP elements. See Figure 1-12. These MP are under the OPCON of the PM. Division MP operate holding areas on the exit bank and beyond the forward release line.

In the crossing area, holding areas are located on crossing site access routes. These are called dispersal areas. See Figure 1-12. MP staffing these sites are under the OPCON of the PM. Holding area MP remain in constant communications with the CAC.

Engineer regulation points. ERPs are technical checkpoints used to ensure vehicles and their loads are within the capabilities of the crossing means. See Figure 1-12. They are operated by engineer personnel.

Temporary signs. MP provide route regulation and information signs through the operation area. It is the responsibility of mobile patrols to maintain these signs.



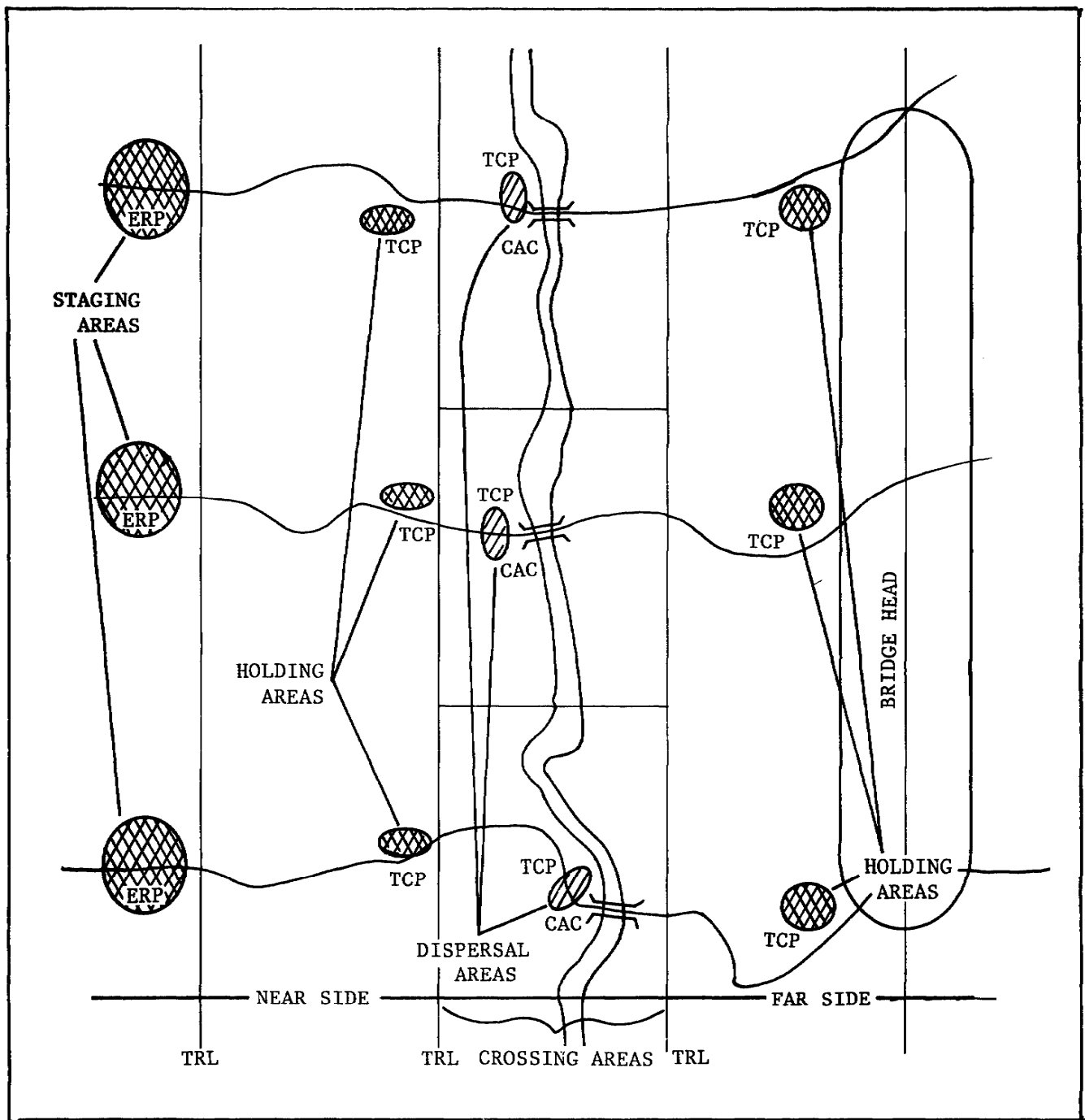


Figure 1-12. Crossing Area.

Straggler and refugee control. As in any other BCC mission, MP are responsible for straggler and refugee control. MP identify, categorize, and transport (if necessary) stragglers. MP direct refugees to designated routes and collecting points. See Lesson Four for detailed information.

## SPECIAL CONSIDERATIONS

### Night Operations

Night is the preferred time for crossing operations. Darkness is used to mask movement. During the initial assault, blackout conditions should be enforced. Once the small-arms fire ceases, subdued lighting may be permitted. All entrances, exits, and routes should be marked so they are easily seen in the dark. Begin site preparation and staging at dusk and continue through the night, taking advantage of the darkness.

The disadvantage of darkness is the difficulty it causes for performing certain duties. This can be overcome by illumination aids or auxiliary light sources. These sources include--

- o flashlights.
- o vehicle lights.
- o chemilluminescent compounds.
- o night-vision devices.

Active devices enhance the optical image. They include--

- o infrared weapons lights.
- o image metascope.
- o electronic binoculars.
- o M18 infrared binoculars.
- o M24 infrared divers periscope.
- o M32 infrared periscope.

Passive devices receive and enhance the optical image without altering it. The following are passive night-vision devices:

- o Goggles.
- o Starlight scope.
- o Crew-served weapon night scope.

- o Tripod mounted night scope.

## Communications

Communications are important for exact and continuous control of crossing operations. The means for communications are wire, radio, and messenger service. Wire communications are used between the forward signal center and crossing force HQ, traffic HQ, and holding area TCPs. As the operations progress, wire communications also extend across the river.

Radio communications are used for control in special movement situations. Radios must be used carefully as the enemy may be able to intercept. The following two radio communication networks are established:

- o CAC network.
- o Division movement control network.

See Figures 1-13 and 1-14.

Messenger service is slow but secure. Messenger networks are established between CAC, engineers, MP, and local security elements. Messengers use motor vehicles or aircraft. They remain on call to provide high-priority, direct communications. They carry information too sensitive to be sent electronically.

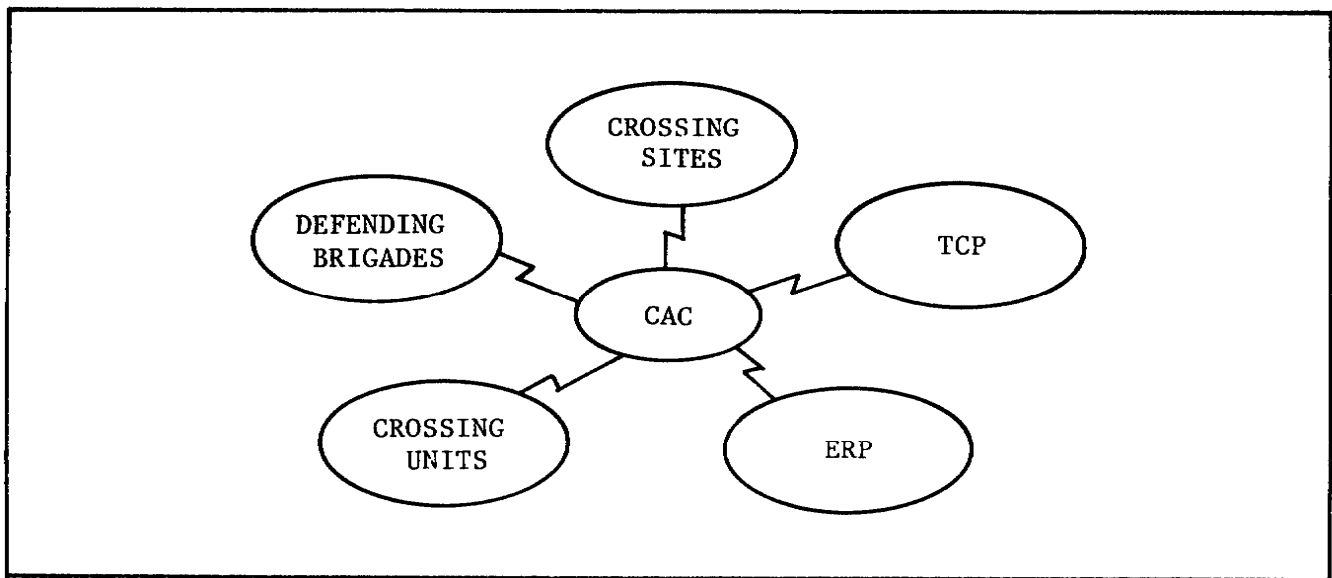


Figure 1-13. CAC Radio Network.

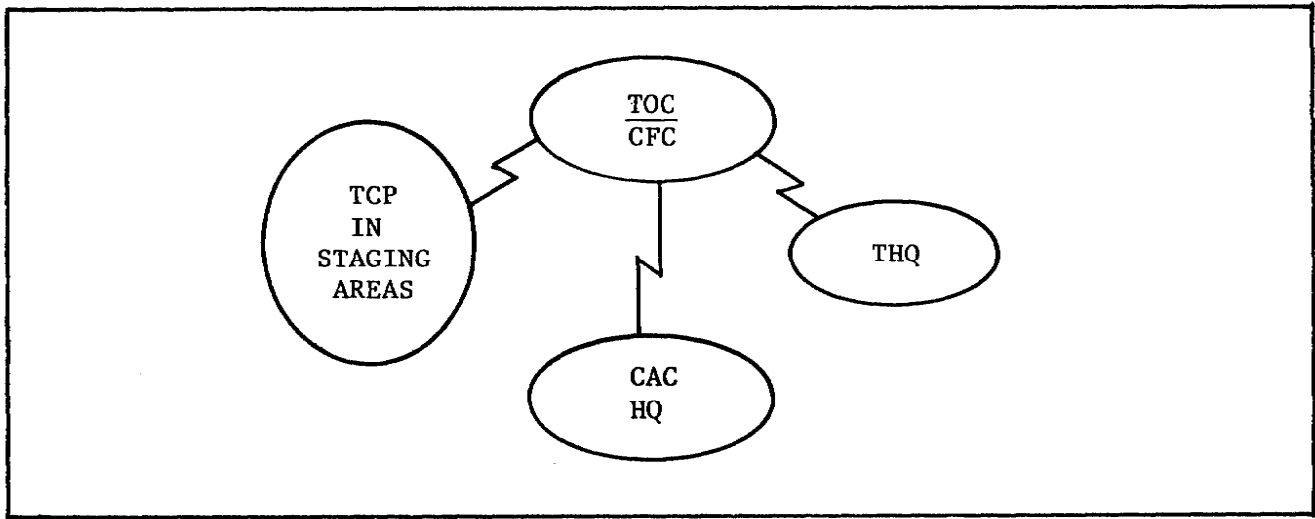


Figure 1-14. Division Movement Control Network.

#### Combat Service Support

Combat service support also requires special considerations. Sustaining this support is difficult during river crossings when assault and support elements are separated. River crossings require contingency planning including--

- o effects of supply, equipment, and key personnel losses.
- o delays in bridge construction and rafting operations.
- o enemy interference in both rear and crossing areas.
- o priorities for limited road space.

#### Smoke

The use of smoke helps hide activities and deceive the enemy. It is used to hide--

- o troop and equipment assembly areas.
- o weapon positions.
- o combat service support installations.
- o crossing means and sites.
- o objectives to be secured by air mobile assault.
- o ambush sites.

- o withdrawal from ambush sites.

Smoke is affected by wind and rain, the size of the area, and the requirements of downwind operations. Smoke may hinder the observation of enemy reactions and countermeasures. It also hinders organized movements.

A means for smoke generation should be established on the far side as soon as practical. Check the screen periodically to make adjustments based on current requirements.

## SUMMARY

Battlefield circulation control is a major MP battlefield mission. It is used to speed and control movement of supplies, troops, and equipment in a theater of operations. It expedites the forward movement of combat resources, thereby sustaining the battle and defeating the enemy.

It is through the chaos of battle that commanders must be able to shift elements of their combat forces quickly about the battlefield. Commanders must maneuver widely dispersed tactical units to concentrate them when and where the units are needed. They must receive supplies, replacement personnel, and reinforcing units quickly. They must not have their support blocked by battlefield clutter or their combat operations hindered by refugees flooding MSRs. Military police help the commander get people, supplies, and equipment where they are needed.

River crossings are not tactical operations. They are means of overcoming obstacles in tactical operations. River crossings are complex operations requiring careful orchestration of manpower, equipment, and supplies. MP support to river crossing operations is a vital aspect in the overall success of the operation. MP support reduces congestion, speeds the crossing, and helps maneuver forces maintain momentum.

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## LESSON 1

### PRACTICE EXERCISE

The following questions will test your understanding of the material covered in this lesson. Each question has only one correct answer. When you have completed the exercise, check your answers with the answer key that follows. If you answer any question incorrectly, review the part of the lesson that covers the subject matter.

Situation: You are an MP officer assigned to plan and direct battlefield circulation control operations in a combat theater.

1. Which of the following would not be an BCC operation you plan for?
  - A. Traffic control.
  - B. Route recon.
  - C. Offensive actions.
  - D. MSR regulation.
2. Which of the following would be developed by the PM section?
  - A. Highway regulation plan.
  - B. Traffic control plan.
  - C. BCC mission.
  - D. Tactical plan.
3. Which of the following is not one of the basic functions MP perform in the BCC mission?
  - A. Assign military route numbers.
  - B. Classify routes.
  - C. Aid stranded and lost vehicles and crews.
  - D. Place temporary road signs.
4. Which of the following movements would normally be scheduled in the highway regulation plan?
  - A. Refugees into the rear collecting points.
  - B. Stragglers from TCPs to forward area collecting points.
  - C. Enemy prisoners into rear detention areas.
  - D. Troops by foot on roadways within the theater of operations.

Situation: You are an MP assigned to manage BCC operations in support of a river crossing.

5. You are assigned to plan a river crossing. It is a centralized control effort requiring detailed plans. The enemy is to be forcibly cleared from the entry bank, then a pause will occur while forces and equipment are built up. Which of the following river crossings are you planning?

- A. Hasty.
- B. Deliberate.
- C. Defensive.
- D. Retrograde.

6. When communicating between your holding area TCP and traffic HQ, which would you most likely use?

- A. Radio.
- B. Wire.
- C. Messenger service.
- D. Visual signals.

7. Which of the following is a characteristic of retrograde river crossings?

- A. Speed and surprise with minimum loss of momentum.
- B. Forcible clearance of the enemy from the exit bank.
- C. Attack is quickly contained.
- D. Delay tactics are used to trade space for time.

8. Which of the following is the most common source of ferries used for river crossing operations?

- A. Coordination with the US Navy.
- B. By request from the US Marine Corps.
- C. On site construction by engineers.
- D. Capture from the enemy and civilians.

9. In a deliberate river crossing, how many and what size units are assigned as assault forces from each division?

- A. One battalion.
- B. One brigade.
- C. Two battalions.
- D. Two brigades.

10. You have been directed to inform an assault unit of recent damage to a crossing site. Who would you contact?

- A. Crossing control officer.
- B. Crossing area commander.
- C. Brigade commander.
- D. Division commander.



11. You are tasked to establish the initial EPW collecting point. Which of the following would be the best location?

- A. On the entry side, far enough away to prohibit interference with movements.
- B. On the exit bank, immediately adjacent to a crossing site for easy access by returning transportation.
- C. On the near side, behind the rear area release line.
- D. On the far side, adjacent to a central intermediate objective site.

## LESSON 1

### PRACTICE EXERCISE

#### ANSWER KEY AND FEEDBACK

| <u>Item</u> |    | <u>Correct Answer and Feedback</u>  |
|-------------|----|---|
| 1.          | C. | Offensive actions.<br>It consists of... (page 1-2, para 3)  |
| 2.          | B. | Traffic control plan.<br>The corps provost... (page 1-6, para 3)  |
| 3.          | A. | Assign military route numbers.<br>MSR regulations... (page 1-2, para 6)   |
| 4.          | D. | Troops by foot on roadways within the theater of operations.<br>The types of movement... (page 1-5, para 1)                   |
| 5.          | B. | Deliberate.<br>The characteristics... (page 1-11, para 3)   |
| 6.          | B. | Wire.<br>Wire communications... (page 1-31, para 1)   |
| 7.          | D. | Delay tactics are used to trade space for time.<br>The delay is a... (page 1-12, para 1)                                      |
| 8.          | D. | Capture from civilians and the enemy.<br>These are mostly... (page 1-16, para 1)  |
| 9.          | D. | Two brigades.<br>Brigades are assigned... (page 1-23, para 6)   |
| 10.         | A. | Crossing control officer (CCO).<br>The CCO acts as... (page 1-24, para 2)   |
| 11.         | A. | On the entry side, far enough away to prohibit interference with movements.<br>An EPW collecting point... (page 1-27, para 5) |

## LESSON 2

### ROUTE RECON AND SURVEILLANCE OPERATION

Critical Task: 01-1960.11-1001

#### OVERVIEW

##### LESSON DESCRIPTION:

In this lesson you will learn how to plan and conduct a route recon.

##### TERMINAL LEARNING OBJECTIVE:

**ACTION:** You must conduct BCC operations.

**CONDITION:** You have this subcourse, paper and pencil.

**STANDARD:** You must demonstrate your knowledge of the task by correctly answering 70 percent of the multiple-choice questions on the examination.

**REFERENCES:** The material contained in this lesson was derived from the following publications: FM 5-34, FM 5-36, and FM 5-101.

#### INTRODUCTION

A recon operation is conducted to obtain information about enemy activity, obstacles, route conditions, and terrain conditions. Two methods are used to conduct route recons--deliberate and hasty. Engineers perform deliberate route recons. MP are responsible for hasty route recons. MP are particularly well suited to perform hasty route recons. They are familiar with many routes. They have the mobility, communications, and firepower to do the operation. MP are accustomed to working with host-nation police and rear area forces, both of whom are valuable sources of information. Also, while operating a TCP, a mobile patrol, or any other MP operation, MP monitor route conditions and report changes.

In this lesson we will discuss the preparation for and actions of a route recon. The reports, formulas, and overlays necessary to a recon operation will be discussed. We will also discuss the types of recons--mainly roads with a brief mention of bridges, underpasses and tunnels, and water obstacles.

## PART A - GENERAL

The purpose of a route recon is to obtain information relating to the enemy, existing obstacles, and terrain features associated with a specific route. Basic fundamentals of reconnaissance will be discussed prior to discussing the specifics. First, the key to efficient completion of the recon is to plan and move based on the objective of the recon, not the location and movement of friendly forces. This will assure the best use of time and resources. Second, all information gathered during a recon must be reported accurately, completely, and in a timely fashion. This assures that information gets to those who need it as rapidly as possible. Their decisions then are more effective, since they are based on the most recent and accurate data available. Third, when conducting a recon, avoid engaging the enemy except when necessary to gain the required information or in self-defense. Contact during a recon may give the enemy information it should not have. It also creates unnecessary delays in completing the recon patrol.

### PREPARATION

Route recon planning begins with the receipt of the mission orders. The first step after receiving the mission orders is to check all available information sources for any data that may already be available on the route or portions of the route that you are to reconnoiter. Planning should be done early enough to allow for the executing unit to prepare for the mission, conduct the mission, and report the mission results in time for the information to be useful.

Prepare recon instructions that are complete. At a minimum, include the following:

- o The information to be obtained.
- o The time the results must be reported.
- o Where the data is to be sought.
- o What actions are to be taken if enemy contact is made.
- o When the mission is to be executed.

The following is a list of pertinent details that should be included in the mission instructions:

- o All pertinent information known regarding enemy positions, friendly force positions, and on-going operations in the area.
- o The proposed plans for using the gathered information by higher levels of command.
- o Specific types of data needed.

- o Routes to be reconnoitered.
- o When, where, and how data is to be prepared.
- o Time of patrol departure.
- o Appropriate control measures to be employed.
- o Actions to be taken upon mission completion.
- o Any special equipment that may be required for the mission.

By providing this information in the most exact detail possible, you will assure that the patrol members understand the crucial aspects of the mission and the critical nature of the information they are to obtain.

### Teams

Selection of the recon team will largely depend upon the mission requirements and objectives. One aspect that remains constant, regardless of the variable factors, is the necessity to select experienced personnel for the lead or key positions. Ground patrol recon missions use two mobile patrol teams. Each team consists of three persons in a vehicle. When one patrol team is performing the recon, one of the members, generally the senior and most experienced, will act as the team leader. He will be responsible for maintaining control of the patrol, maintaining communications both within the patrol and with HQ. The team leader is also responsible for recording the data. The second team member will drive the vehicle as directed by the leader. The third member will provide security for the patrol and act as the alternate driver.

When a patrol is composed of two or more mobile teams, one team will act as the recon team, concentrating on gathering data, while the other teams provide security for the recon element. See FM 19-4 for details on the tactical employment of teams.

### Equipment

Planning the equipment needs for the recon patrol also varies with the specific requirements and instructions of the mission. In general, the following items should be included:

- o Compass for plotting terrain.
- o Tape measure for obtaining road widths.
- o Sketch pads for drawing diagrams of critical points and features of the route.
- o Colored pencils for indicating various terrain features on map overlays.

- o Overlay materials on which to plot route data.
- o Detailed maps and pre-prepared overlays to use in locating critical points and to speed the patrol.
- o Nuclear, biological, and chemical (NBC) equipment to collect NBC data.

The items listed above are in addition to such standard issue items as weapons, first-aid equipment, flashlights, and a vehicle. The list of equipment found in Figure 2-1 is more complete, although not all of the equipment would be taken on every mission. Remember, the key to selecting equipment is to plan according to the objective of the mission.

| Item   | Quantity | Item   | Quantity      |
|--|----------|--|---------------|
| Truck, utility, .....  | 2        | Flashlight .....                                 | 4             |
| *Carrier, personnel, armored .....   | 2        | Lensatic compass .....                           | 2             |
| Trailer, amphibious, cargo, 1/4 ton .....                                      | 1        | Clinometer .....                                 | 1             |
| Machine gun, 7.62 mm .....   | 1        | Panel marking sets .....                         | 2             |
| Pedestal, 7.62 mm machine gun mount .....                                      | 1        | Pioneer tools .....                              | 1 set/vehicle |
| Launcher, grenade, 40 mm .....   | 1        | Towing chain .....                               | 2             |
| Binocular, 7 x 50 .....  | 2        | Material for marking, fording, and swimming      |               |
| Goggles, sun, plastic .....  | 6        | sites .....                                      | As required   |
| Radiacmeter, IM-93/UD .....  | 1        | Improvised means of measuring water depths ..... | 1             |
| Radiacmeter, IM-174/PD .....   | 2        | Measuring tape .....                             | 2             |
| Detector kit, chemical agent, AN-  |          | Three-man pneumatic reconnaissance boat .....    | 1             |
| M256 .....   | 1        | Vehicular first aid kit .....                    | 2             |
| Paper, chemical agent detector,  |          | FM 5-34 .....                                    | 1             |
| M8 .....   | 1 book   | Reconnaissance report forms and formats .....    | As required   |
| Wrist watch .....  | 2        | Adequate map and aerial photo coverage .....     | As required   |
| Radio set .....  | 1        | Tracing tape (tape, textile) .....               | As required   |
| mounted in truck, .....  | 1        | Camera (Polaroid) .....                          | 1             |
| Radio set .....  | 1        |  |               |
| *Desirable when operating in support of mechanized forces or in northern areas |          |  |               |

Figure 2-1. Recon Equipment.

## ACTIONS

During the recon patrol, pay special attention when approaching bends and defiles in the road. These locations lend themselves to mining because of the limited downline visibility. This factor also makes these areas especially favorable for enemy ambush sites. The team should dismount and investigate these areas on foot.

Bridges and bridge approaches are also very hazardous. The approaches are susceptible to mines and booby traps because they act as traffic funnels and often have softer, less compacted soil. Bridges that have been rigged with

demolition charges represent a very definite hazard and must be watched for by the team(s). When crossing bridges, remember that the patrol will be exposed in an area with limited cover and limited escape routes. Overwatches should be used when crossing bridges. Bridges should be investigated and their characteristics noted.

Key terrain adjacent to the route should also be watched carefully. Watch for sites that the enemy might use as direct fire locations. Generally, sites will be within one kilometer of the road except in the case of Sagger missiles which have a range of three kilometers. These possible ambush sites should be noted. The quantity of terrain observed will be determined by the purpose of the mission and the time allotted for the mission.

Monitor the area for the use of NBC weapons. When planning a mission into an NBC environment, allow more time for mission completion. The command and control elements of the plan must accommodate the restrictions that an NBC environment imposes on patrol operations. Measures must be taken to overcome, or at least reduce, the problems created by the extended wearing of NBC protective clothing. Note all areas that are clear of NBC contaminants.

When a recon patrol is to take place during the night, the plan must be altered to allow for the inherent difficulties of night navigation and observation. Equipment should include night-vision devices. The increased strain on patrol personnel must also be considered. Due to these difficulties, less terrain may be covered by night patrols than by an equivalent daytime patrol. In conjunction with the night-vision devices and increased use of the terrain, cover and concealment techniques should be used. Dismounting at critical locations and locations of possible enemy contact will prevent enemy detection of the patrol by the sound of the vehicle.

## REPORTS

Initial reports of the findings of a recon patrol should be as accurate as possible. They should be made as soon as possible after the return from the mission. This report should include all data gathered by the patrol. Reports should be submitted in accordance with local SOPs and in the format specified in the SOPs or mission instructions. Negative reports can be as valuable as other reports and should be reported following the same procedures. Any map overlays, along with the mission report and supporting notes and sketches, should be submitted.

The form that is used to collect road recon information is DA Form 1248 (Road Reconnaissance Report). Appendix H of FM 19-4 is a handy guide to conduct reporting. It contains information on what and how items should be investigated. It also contains many of the codes and formulas used in recon reporting.

## FORMULAS

The route classification formula is a standardized sequence of values and symbols (or codes) used to describe a specific route. The formula has five

segments: width, route type, load classification, overhead obstructions, and special conditions.

|      |   |    |                |      |     |
|------|---|----|----------------|------|-----|
| 7.5m | Z | 30 | Overhead (xxx) | (OB) | (T) |
| 1    | 2 | 3  |                | 4    | 5   |

The first element is a figure showing the narrowest width of the route. This value may be expressed in either feet or meters, but the value should bear the appropriate scale designator. If no units are designated, the measurement will be assumed to be in meters.

The second element is the type route code. Three different codes may be used in this position. Type X is an all-weather route, normally with a waterproof surface that with reasonable maintenance can be used during all seasons and in all climatic conditions. Type Y is an all-weather route that may be limited at times due to inclement weather.

Type Z is a fair-weather route. This type route will rapidly become impassable in bad weather. It could not be kept open with reasonable maintenance.

The military route (load) classification occupies the third position. This figure is the lowest load classification of any segment of the entire route. Normally, this will be the classification of the weakest bridge on the route. But if no bridges are present on the route, the load capacity of the worst section of road will determine this figure.

The obstructions symbol (OB) in the fourth position indicates that one or more factors exist that will limit or restrict the type, amount, or speed of traffic on the route. These limitations may be low overhead clearances, excessive gradient slopes, sharp curves, restrictions of the traveled way width, and fords and ferries. The map overlay should be consulted to identify these obstructions.

Overhead clearance is the vertical distance between the road surface and any obstruction over it which denies use of the road to vehicles or loads which exceeds that height. If clearance is unlimited, symbolize it by using " " in the route classification formula.

The fifth and final position of the formula contains the special conditions code. This position may be occupied by one of two codes. Type T conditions are snow blockages that may seasonally occur along the route. Type W indicates seasonal flooding. These codes are used only to represent conditions that are regular, recurrent, or serious in nature.

MAP OVERLAYS

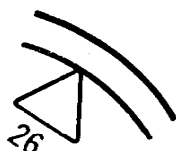
One method of recording information on terrain, critical defense or offense locations, and obstacles is making a map overlay. A map overlay is a transparent film or translucent overlay paper that is placed over a given map. It permits the application of detailed notations and pertinent symbols to



further define features observed by a recon patrol. Specialized symbols are standardized throughout the Army for annotating maps and overlays. See FM 5-36 for a detailed listing of these symbols and their usage. Several of these symbols are more frequently used than others. These will be discussed here:



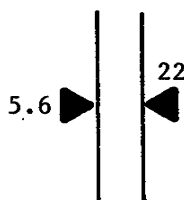
The symbol for grades is one or more arrowheads (depending upon the severity of the grade) affixed to the end of a shaft. One arrow indicates a grade of 5 percent but less than 7 percent; two, 7 percent but less than 10 percent; three, 10 percent but less than 14 percent; four, 14 percent or greater. The grade symbol is placed on the map directly next to the section of road that it applies to. The actual percentage of grade is written next to it. The arrow always points uphill. Whenever the map scale permits, the length of the arrow shaft represents the approximate length of the grade.



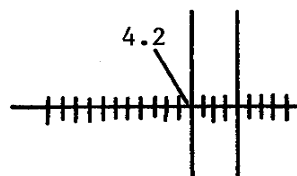
The symbol for a sharp curve is a triangle placed so that the point of the triangle points to the curve as it is located on the map. A numerical figure indicates the radius of the curve in meters.



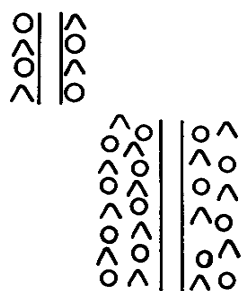
A series of curves is represented by two triangles, one drawn inside the other. The vertex of the outer triangle points to the location of the first curve. The number of curves and the radius of the sharpest curve, or the series of curves, are written outside the triangles.



Width limitations on a road are indicated by a set of darkened triangles, one on either side of the road at the map location where the constriction occurs. The numerical figure to the left indicates the width of the road at the constriction. The numerical figure on the right indicates the length of the road segment affected by the constriction. Both dimensions are in meters.

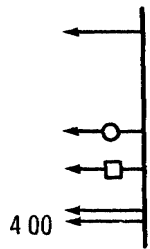


Level grade railroad crossings are symbolized by a segmented line drawn across the road at the proper location on the map. A line terminated by an X and followed by a numerical figure extending from the point of intersection indicates the presence of powerlines or something overhead. The figure represents the height in meters.



Concealment is indicated by either small circles or inverted "Vs" arranged in a manner that indicates the basic shape and relative size of the area of concealment. The circles represent deciduous trees. The inverted "Vs" represent conifers or evergreens. Placement of the symbols should give the general idea of the arrangement and density. Circles put close together and lined along the road would

indicate that the road is lined heavily with deciduous trees. A rather sparse clump in inverted "Vs" bulging out along the road indicates a sparse conifer forest extending off the road for some distance.



Locations where off-road driving is possible are indicated by a single arrow extending from the road in the direction which the off-road travel is possible. If the drivable distance from the road is greater than 1 kilometer, two arrows side by side will be used. If the travel is acceptable for wheeled vehicles, a circle will be placed on the line. If travel is acceptable for tracked vehicles, a small square will be placed on the line. A numerical figure placed at the end of the arrow may be used to show how far travel is possible.

## PART B - ROAD RECON

A road recon is performed to determine the traffic capabilities of a road and to provide more detailed information than is available in the route classification formula.

### FORMULA

Roads are classified by formula, as are routes. The formula may vary from as few as two elements to as many as eight. These elements will be discussed in detail here.

The first element denotes the presence of limiting characteristics on the road. This element will bear the 'A' or 'B' designation. The 'A' designation indicates that no limiting characteristics exist on the road. The 'B' designation indicates that there are limiting characteristics and that the lower case letters following are descriptor codes for those limitations. The limiting characteristic descriptor codes are listed below:

- o c - Sharp curves; a radius of 25 meters or less.
- o g - Steep gradients; grades that are 7 percent or greater.
- o d - Poor drainage; inadequate ditches, road crown or camber, or culverts that are insufficient, blocked, or damaged.
- o f - Weak foundation; unstable, loose, or easily displaced material.
- o s - Rough surface; bumpy, rutted, or pot-holed to a degree that would cause reduction of convoy speed.
- o j - Excessive camber or superelevation; road surface crowns or drops away so sharply that heavy vehicles would skid or drag toward shoulder.

In the road formula, these items would be placed as follows:

- o A 5.0/6.2 (OB) (T)      The 'A' indicates no limitations.
- o B gs 5.0/6.2 (OB) (T)      The 'B' indicates that the 'g' and 's' define the limiting factors.

The second element is the width of the traveled way. It is a numerical value generally expressed in meters. There are two numbers separated by a slash (/). The first of these two numbers is the minimum traveled way width. This is generally the narrowest width of pavement or surface of travel. The second number is the maximum width of the traveled way. It includes the width of both shoulders. The following example shows how these values are indicated in the formula:

- o B gs 5.0/6.2 (OB) (T)      The 5.0 indicates the width of the paved surface. The 6.2 figure represents the 5.0 surface and two .6 meter shoulders.

The description of road shoulders including surface material, condition, width, vegetation, and slope should be included in the report as a separate note. Dual roads are two separate surfaces providing two-way travel on surfaces that are separated by a fixed barrier, pavement, or turf. They may be indicated in the formula as a single width road. However, if the separation of the two surfaces is significant, they should be reported as separate roads.

| SYMBOL | MATERIAL   |
|--------|--|
| k      | concrete   |
| kb     | bituminous concrete (asphalt and concrete mix)   |
| p      | paving brick or stone  |
| pb     | bituminous surface on paving brick or stone  |
| rb     | bitumen penetrated macadam, waterbound macadam with superficial asphalt or tar cover                         |
| r      | waterbound macadam, crushed rock, coral, or stabilized gravel  |
| l      | gravel or lightly metalled surface   |
| nb     | bituminous surface treatment on earth, stabilized soil, sand-clay, or other selected material                |
| b      | bituminous construction cannot be determined   |
| n      | natural earth, stabilized soil, sand-clay, shell, cinders, disintegrated granite, or other selected material |
| v      | various other materials not described by above codes   |

Figure 2-2. Surface Material Symbols.

The type surface code follows the width figure in the formula, as shown below:

- o B gs 5.0/6.2 kb [40] (OB) (T)      The 'kb' indicates bituminous concrete surface.

The fourth element is length. Length is expressed in the formula as a numeric value that indicates the number of kilometers in the road that either have been reconnoitered or the known length of the road. The length, if known, is placed in brackets after the type surface symbol, as shown below.

- o B gs 5.0/6.2 kb [40] (OB) (T)      The '40' indicates a length of 40 kilometers.

The fifth element is the obstruction indicator. If present, this symbol indicates the presence of obstructions on the roadway. The symbol for obstructions is the letters 'OB' in parentheses following the length. The specific nature of the obstruction is not detailed in the road classification formula. Additional descriptions may be included as adjunctive notes or map overlays that are submitted with recon reports.

- o B gs 5.0/6.2 kb [40] (OB) (T)      The '(OB)' indicates that some type of obstruction exists on the road.

The sixth and final element represents either of two special road conditions. Those conditions are flooding and snow blockage. These symbols are included in the formula if either condition is regular, recurrent, and creates a serious blockage of the road. They are placed in parentheses. The 'T' indicates snow blockage. The 'W' indicates flooding.

- o B gs 5.0/6.2 kb [40] (OB) (T)      The '(T)' indicates snow blockage may occur seasonally.
- o B gs 5.0/6.2 kb [40] (OB) (W)      The '(W)' indicates possible seasonal flooding.

It should be noted that not all information will necessarily be included in the formula every time. Items of information that are unknown may be either omitted or a question mark placed in the formula replacing the normal symbol. When interpreting classification formulas that do not have all the elements present, the information that is included may be deciphered based on the form the symbols take, the value of numbers, or other symbols that are included in the formula. For example, the following formula does not contain all of the elements:

- o A 4.3 n

This formula only contains three of the formula elements. The 'A' indicates that there are no limiting factors and also that no factor codes may be expected. The first numerical value will always be width; if width is not known, it is not likely that the length is known. Generally width will be included in the formula. Since it is known that there are limiting factor codes, we can assume that the lowercase code following the width is the surface material code. This is confirmed by the location of the symbol after

the width figure. The presence of other symbols either in brackets or parentheses will indicate their informational content. Bracketed figures indicate road length. Symbols in parentheses may only take three forms. The 'OB' symbol indicates obstructions while the 'T' and 'W' both indicate special conditions.

## REPORTS

Any additional information such as civilian and military designations of the road, locations of cover and concealment, off-road movement areas, and other pertinent information not included in the road classification formula will be supplied on map overlays and DA Form 1248.

Typically, road recon information is recorded on DA Form 1248 during the recon patrol. (See Figure 2-3.) The DA Form 1248 can be used at several points along a given road to record the varying conditions that may exist along the road. If this occurs, the sheets may be numbered at the bottom right corner followed by the total number of pages.

When completing DA Form 1248, remember that any items of information called for on the form which are unknown must be represented by a question mark (?) in the appropriate block or space. Since road widths may vary along a given road, these variations are reported in item 6 of the form by giving the smallest and widest figures discovered along the road. Variations in other blocks of the report may be dealt with by placing appropriate road classification formula at appropriate locations on the mileage chart provided on the reverse side of the form. Section III of the form is where obstructions encountered on the road are listed and described. Obstructions are also shown on the accompanying map overlay, using the appropriate symbols. These symbols will be discussed elsewhere in this lesson.

| ROAD RECONNAISSANCE REPORT  |                        |  |   | DATE   |  |
|---|------------------------|--|---|--|--|
| For use of this form, see FM 5-36, proponent agency is TRADOC.  |                        |  |   | 29 Aug 84  |  |
| TO: (Headquarters ordering reconnaissance)  |                        |  | FROM: (Name, grade and unit of officer or NCU making reconnaissance)  |  |  |
| Cdr, ATTN: S-2, 21st Engr Bn  |                        |  | D. Mooneyhan<br>D. MOONEYHAN, SFC, Co A, 21st Engr Bn   |  |  |
| 1. MAPS   | 2. COUNTRY             | 3. SCALE   | 4. SHEET NUMBER OF MAPS   | 5. DATE/TIME GROUP (Of signature)                |  |
|   | Ft. Belvoir<br>Special | 1:50,000   | AMS V733<br>Sheet 5561 IV   | 291430 Aug 84                                    |  |
| SECTION I - GENERAL ROAD INFORMATION  |                        |  |   |  |  |
| 3. ROAD GRID REFERENCE  |                        | 4. ROAD MARKING (Civilian or Military number of road)              |   | 5. LENGTH OF ROAD (Miles or kilometers, specify) |  |
| FROM<br>UT 122864   |                        | TO<br>UT 097999  |   | Virginia Route 617                               |  |
| 6. WIDTH OF ROADWAY (Feet or meters, specify)   |                        | 8. WEATHER DURING RECONNAISSANCE (Include last rainfall, if known) |   |  |  |
| 6.7m to 9.3m  |                        | Fair - Temp 79°<br>Last Rain fall - 15 Aug 84                      |   |  |  |
| 7. RECONNAISSANCE   |                        |  |   |  |  |
| DATE<br>29 Aug 84   |                        | TIME<br>0615   |   |  |  |
| SECTION II - DETAILED ROAD INFORMATION (When circumstances permit more detailed information will be shown in an overlay or on the mileage chart on the reverse side of this form. Standard symbols will be used.)   |                        |  |   |  |  |
| 9. ALINEMENT (Check one ONLY)   |                        |  | 10. DRAINAGE (Check one ONLY)   |  |  |
| <input type="checkbox"/> (1) FLAT GRADIENTS AND EASY CURVES<br><input type="checkbox"/> (2) STEEP GRADIENTS (Exceeds of 7 in 100)<br><input type="checkbox"/> (3) SHARP CURVES (Radius less than 100 ft (30m))<br><input checked="" type="checkbox"/> (4) STEEP GRADIENTS AND SHARP CURVES  |                        |  | <input type="checkbox"/> (1) ADEQUATE DITCHES, CROWN/CAMBER WITH ADEQUATE CULVERTS IN GOOD CONDITION<br><input checked="" type="checkbox"/> (2) INADEQUATE DITCHES, CROWN/CAMBER OR CULVERTS. ITS CULVERTS OR DITCHES ARE BLOCKED OR OTHERWISE IN POOR CONDITION  |  |  |
| 11. FOUNDATION (Check one ONLY)   |                        |  |   |  |  |
| <input checked="" type="checkbox"/> (1) STABILIZED COMPACT MATERIAL OF GOOD QUALITY   |                        |  | <input type="checkbox"/> (2) UNSTABLE, LOOSE OR EASILY DISPLACED MATERIAL   |  |  |
| 12. SURFACE DESCRIPTION (Complete items 12a and b)  |                        |  |   |  |  |
| a. THE SURFACE IS (Check one ONLY)  |                        |  |   |  |  |
| <input checked="" type="checkbox"/> (1) FREE OF POTHOLES, BUMPS, OR RUTS LIKELY TO REDUCE CONVOY SPEED  |                        |  | <input type="checkbox"/> (2) BUMPY, RUTTED OR POTHOLED TO AN EXTENT LIKELY TO REDUCE CONVOY SPEED   |  |  |
| b. TYPE OF SURFACE (Check one ONLY)   |                        |  |   |  |  |
| <input type="checkbox"/> (1) CONCRETE<br><input type="checkbox"/> (2) BITUMINOUS (Specify type where known):<br><input checked="" type="checkbox"/> Asphalt<br><input type="checkbox"/> (3) BRICK (Pave)<br><input type="checkbox"/> (4) STONE (Pave)<br><input type="checkbox"/> (5) CRUSHED ROCK OR CORAL   |                        |  | <input type="checkbox"/> (6) WATERBOUND MACADAM<br><input type="checkbox"/> (7) GRAVEL<br><input type="checkbox"/> (8) LIGHTLY METALLED<br><input type="checkbox"/> (9) NATURAL OR STABILIZED SOIL, SAND CLAY, SHELL, CINDERS, DISINTEGRATED GRANITE, OR OTHER SELECTED MATERIAL<br><input type="checkbox"/> (10) OTHER (Describe): |  |  |
| SECTION III - OBSTRUCTIONS (List in the columns below particulars of the following obstructions which affect the traffic capacity of a road. If information of any factor cannot be ascertained, insert "NOT KNOWN")  |                        |  |   |  |  |
| (a) Overhead obstructions, less than 14 feet or 4.25 meters, such as tunnels, bridges, overhead wires and overhanging buildings.<br>(b) Reductions in road widths which limit the traffic capacity, such as craters, narrow bridges, archways, and buildings.<br>(c) Excessive gradients (Above 7 in 100)<br>(d) Curves less than 100 feet (30 meters) in radius<br>(e) Fords |                        |  |   |  |  |
| SERIAL NUMBER<br>a  | PARTICULARS<br>b       | GRID REFERENCE<br>c  | REMARKS<br>d  |  |  |
|   | Steep Grade - 8%       | UT 119872  | 200m Long   |  |  |
|   | Sharp Curve            | UT 112877  | Radius 21m  |  |  |
|   | Constriction           | UT 112878  | 6.7m wide, 300m long  |  |  |
|   | Constriction           | UT 105896  | 7m wide, 100m long  |  |  |
|   |                        |  |   |  |  |
|   |                        |  |   |  |  |
|   |                        |  |   |  |  |
|   |                        |  |   |  |  |
|   |                        |  |   |  |  |
|   |                        |  |   |  |  |
|   |                        |  |   |  |  |

DA FORM 1248 JUL 80

PREVIOUS EDITION OF THIS FORM IS OBSOLETE.

Figure 2-3. DA Form 1248.



## PART C - OTHER RECONS

### BRIDGE RECON

The basic reason for a bridge recon is to gather information about bridges in support of troop and material movements. Two types of bridge recons may be performed. A hasty bridge recon is done to acquire a limited amount of data in order to determine the suitability of the bridge for immediate tactical use. A deliberate bridge recon is a detailed evaluation of the bridge to determine dimensional data that will enable a structural analysis. Generally, a deliberate bridge recon will be performed by engineer patrols. A general rule of thumb is that if a bridge has less than the minimum traveled way width that has been established for its load bearing capacity, the route will be given the 'OB' designation. The route will also be given the 'OB' designation if the overhead clearance is less than 4.3 meters.

### UNDERPASS AND TUNNEL RECON

Tunnels and underpasses can, first of all, represent obstacles to traffic. Secondly, they also represent possible mine, booby-trap, and ambush sites. Carefully approach these obstacles. It is best to dismount and approach obstacles on foot, using terrain and concealment techniques to mask your approach.

### WATER OBSTACLE RECON

Water obstacles are typically investigated on foot. The objective of a water obstacle recon is to determine certain information critical to the use of the area as a possible crossing area. The two types of water obstacles are ford and ferry crossings.

## SUMMARY

A recon operation is conducted to obtain information about enemy activity or about the characteristics of an area. MP conduct a recon to gather information on which commanders can base their plans. The information gathered during a hasty route recon is vital to units planning to use the road network.

A hasty route recon determines the immediate usability of a route. It is limited to discovery of critical terrain data. The results of a hasty route recon are reported on a map overlay with supplemental reports attached.

The route classification formula is based on the features of the route. This formula is a brief description of a route using a series of information codes. It includes--

- o route widths.
- o route types.



- o military load classification.
- o overhead clearance.
- o route obstacles.
- o snow blockage and flooding conditions.

A recon overlay is an accurate and concise report of the conditions affecting traffic. The overlay is placed over an area map. Notes about terrain and route conditions are then made on the overlay at the corresponding locations.

## LESSON 2

### PRACTICE EXERCISE

The following questions will test your understanding of the material covered in this lesson. Each question has only one correct answer. When you have completed the exercise, check your answers with the answer key that follows. If you answer any question incorrectly, review the part of the lesson that covers the subject matter.

Situation: You are an MP officer assigned to perform a route recon. You are assigned in a theater of operations presently engaged in combat. You have available all the equipment, material, and personnel you will need to complete the recon assignment.

1. During the recon patrol, your team pays special attention to key terrain adjacent to the route. Which of the following statements is true regarding this type of observation?

- A. Observations should be made to about 1,000 meters from the road.
- B. The main purpose is to identify possible staging areas.
- C. The terrain should be thoroughly plotted and mapped.
- D. All of the above.

2. The route classification formula is composed of six segments. Of the samples given below, which indicates that the specified route is a fair weather route having seasonal flooding and a minimum load classification of 30?

- (1) 7.5 Y 40 overhead clearance (B) (T)
- (2) 8.0 Z 30 (OB) (W)
- (3) 6.8 Z 30 (OB) (T)
- (4) 7.5 X 40 (OB) (W)

- A. 1 only.
- B. 2 only.
- C. 2 and 4.
- D. 1 and 3.

3. The road classification formula represents more detailed information than the route classification formula. Which of the following samples describes a road that is limited by steep grades, sharp curves, and a rough surface?

- (1) B cdj 5.0/6.2 1 [35] (OB) (T)
- (2) B cfs 5.0/6.2 r [35] (OB) (T)
- (3) B cgs 6.5/7.2 pb [40] (OB) (W)
- (4) B gsc 6.5/7.4 nb [40] (OB) (W)

- A. 1 and 2.
- B. 2 and 3.
- C. 3 and 4.
- D. All of the above.

4. Which of the following road classifications describe a road that is made up of a bituminous surface on a stabilized soil subsurface or foundation?

- A. A 5.0/6.2 nb (OB) (W)
- B. B 5.0/6.2 pb [40] (OB) (T)
- C. A 6.0/6.8 kb [?]
- D. B dfg 6.9/6.8 rb [20] (OB)

5. Which of the following statements is correct with respect to the reporting of road recon results?

- A. DA Form 1248 will have more detail than the road classification formula.
- B. The map overlay will show various symbols to detail the obstructions indicated in the formula.
- C. Additional notes will be included to give additional pertinent data about obstructions and road conditions.
- D. All statements are correct.

6. Your route recon instructions state that you should perform a hasty recon of all bridges encountered. Which of the following statements is correct about hasty bridge recon?

- A. Hasty recon is done to determine immediate tactical use of a bridge.
- B. Hasty recon will include a detailed evaluation of the dimensional data about the bridge.
- C. If the traveled way measurement is less than that required for the proposed traffic, the evaluation of the bridge may be terminated.
- D. All of the above.

## LESSON 2

### PRACTICE EXERCISE

#### ANSWER KEY AND FEEDBACK

| <u>Item</u> | <u>Correct Answer and Feedback</u>  |
|-------------|---|
| 1. A.       | Observations should be made about 1,000 meters from the road.<br>Key terrain adjacent... (page 2-5, para 2)         |
| 2. B.       | 2 only.<br>The military route... (page 2-6, para 4)<br>Type W indicates... (page 2-6, para 8)                       |
| 3. C.       | 3 and 4.<br>The limiting characteristic... (page 2-8, para 5)   |
| 4. A.       | 5.0/6.2 nb (OB) (W).<br>Figure 2-2... (page 2-9, para 3)  |
| 5. D.       | All statements are correct.<br>Any additional... (page 2-11, para 2)  |
| 6. A.       | Hasty recon is done to determine immediate tactical use of a bridge.<br>A hasty bridge recon... (page 2-14, para 1) |

## LESSON 3

### MAIN SUPPLY ROUTE REGULATION ENFORCEMENT OPERATION

Critical Task: 01-3753.00-3003

#### OVERVIEW

##### LESSON DESCRIPTION:

In this lesson you will learn the procedures and techniques for enforcing MSR regulations.

##### TERMINAL LEARNING OBJECTIVE:

- ACTION:** You must conduct BCC operations.
- CONDITION:** You have this subcourse, paper and pencil.
- STANDARD:** You must demonstrate your knowledge of the task by correctly answering 70 percent of the multiple-choice questions on the examination.
- REFERENCES:** The material contained in this lesson was derived from the following publications: FM 19-4 and STANAG 2025.

#### INTRODUCTION

The smooth flow of supplies, troops, and equipment around a theater of operations is crucial to the MP battlefield mission. In the current battlefield, this mission assumes more importance than ever before. Travel on MSRs will be dangerous and extremely difficult. Traffic will be heavy. To reduce the effects of an active NBC environment on convoy operations, military vehicles will be more widely dispersed than on conventional battlefields of the past. Vehicles will move in many small convoys. Access to alternate MSRs will be needed almost constantly as sections of MSRs become contaminated or blocked.

#### PART A - ROUTE CATEGORIES

MP enforce MSR regulations to control movement of personnel, vehicles, and units on MSRs. MSR regulations are the command's highway regulation measures. These measures are stated in highway regulation plans, traffic circulation plans, unit SOPs, and other command directives. The responsibility of enforcing MSR regulations rests with commanders and the MP. MP enforce

highway regulations based on the classification set by the HTD at each echelon. The HTD classifies the routes into categories. These categories are--

- o open routes.
- o supervised routes.
- o dispatch routes.
- o reserved routes.
- o prohibited routes.

## OPEN ROUTES

Open routes are open to all forms of traffic. No authorization is needed. MP operations are limited to preventing traffic congestion. MP exercise very little control. However, traffic control elements are located at critical intersections. The route is also given appropriate signs and markings to smooth traffic flow.

## SUPERVISED ROUTES

The HTD exercises limited control over supervised routes. MP set up and maintain TCPs, defiles, holding areas, and other control measures. They control access to the route with roadblocks or checkpoints.

Convoys, a column of 10 or more vehicles, and oversize or overweight vehicles must have authorization from HTD to use a supervised route (movement credits).

## DISPATCH ROUTES

MP exercise full control over dispatch routes. Both operational and area control are applied. HTD sets the priorities and issues movement credits for route use.

## RESERVED ROUTES

The control of reserved routes is usually set by the PM. These routes are set aside for the sole use of certain units, for certain operations, or for certain types of traffic. If the route is used for a particular unit, the HTD will plan and apply the control.

## PROHIBITED ROUTES

No traffic is allowed on these routes. MP ensure this is adhered to. Access is prohibited by roadblocks at access points.

## PART B - BASIC CIRCULATION CONTROL MEASURES

Traffic control within a theater of operation is a complex BCC operation. It is accomplished by the use of various control measures. We will first discuss the three basic circulation measures--traffic control posts, mobile patrols, and temporary signs.

### TRAFFIC CONTROL POSTS

TCPs are located at critical points on MSRs. The primary function of TCPs is to control vehicular and personnel movement. This is accomplished by enforcing the traffic regulations established by the highway regulations plan, the traffic control plan, and unit SOPs.

The general location of a TCP is set by the traffic control plan. The assigned team leader selects the exact location. His selection depends on the terrain, the availability of cover and concealment, and the routes involved.

Normally, a single team of three MP is assigned to operate a TCP. The number of teams needed depends on the following:

- o TCP location.
- o Length of time the TCP is to operate.
- o Enemy activity in the area.
- o Importance of the point being controlled.

### Staff

When a single three-man team is used, the team leader will handle leadership and communications. The first team member watches and directs traffic. The other team member provides security and acts as relief for the first team member. See Figure 3-1.

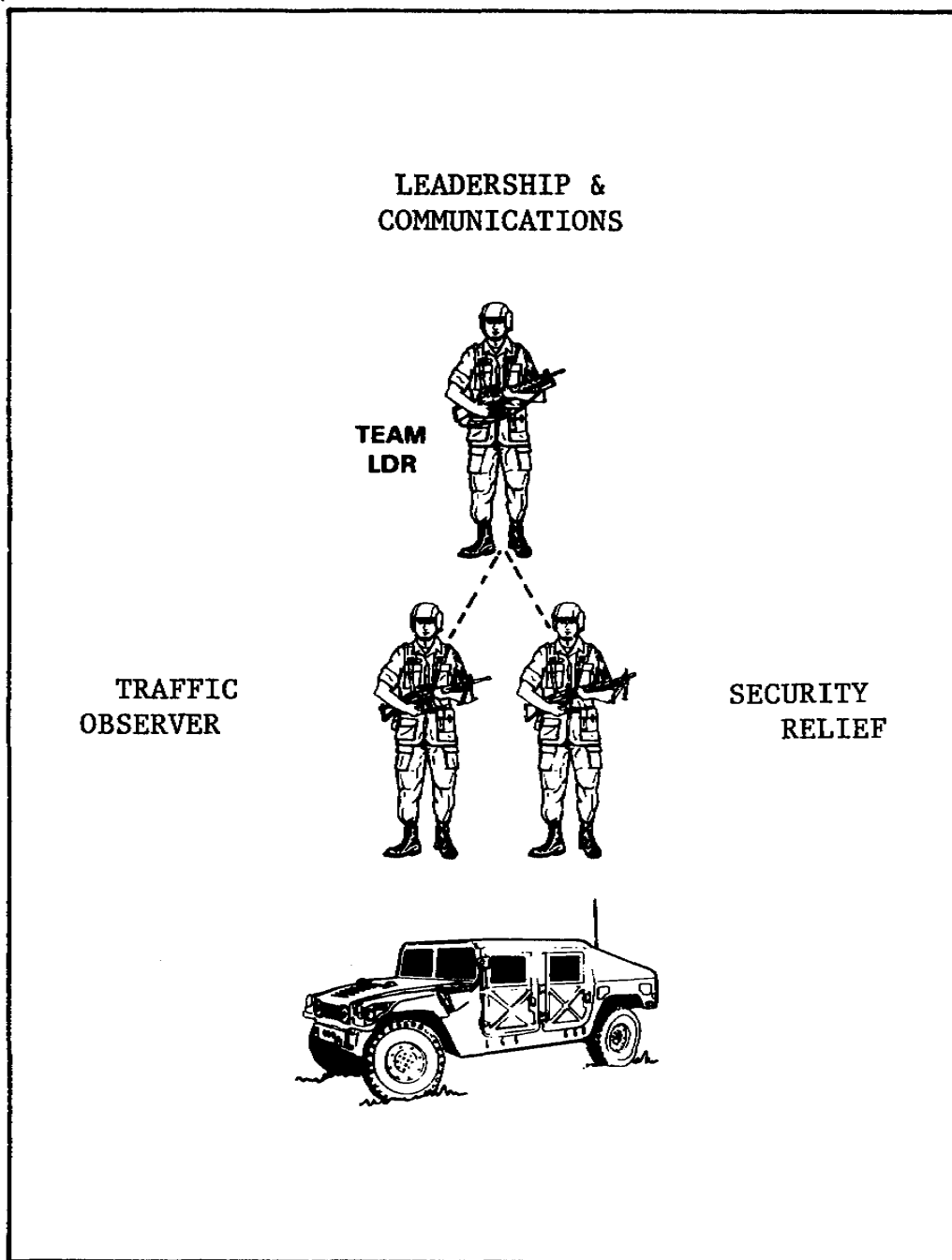


Figure 3-1. MP Team.



The team leader and security member occupy the fighting position. The fighting position is located in a covered and concealed position. The vehicle is concealed nearby. The vehicle is close to the fighting position so the team leader may use the radio for communications. The traffic observer is located in a covered and concealed position near the roadway. See Figure 3-2.

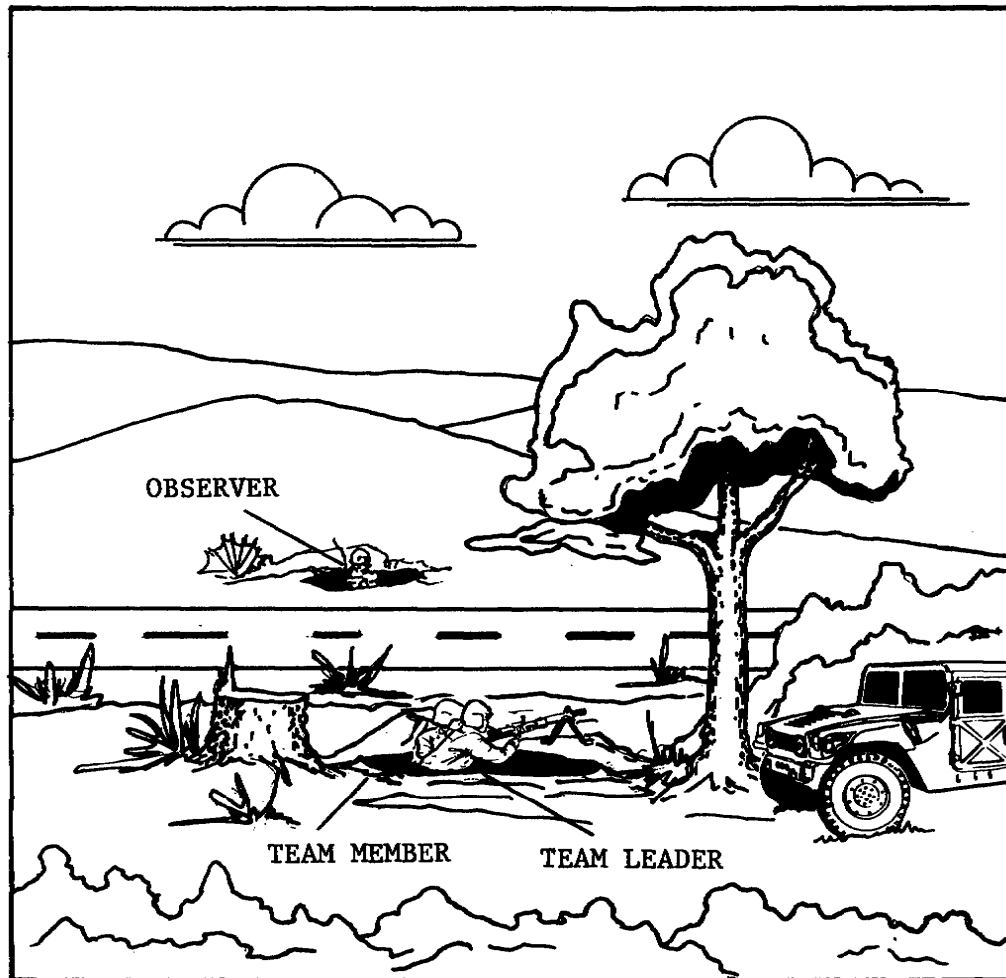


Figure 3-2. Traffic Control Post.

## Equipment Requirements

The normal combat load is needed for each MP at a TCP. The following additional equipment is also needed to operate a TCP:

- o A vehicle with a radio.
- o An M60 machine gun or MK-19 grenade launcher.
- o Flashlights.
- o Reflective white cuffs.
- o First-aid kit.
- o Signal operating instructions (SOI).
- o Maps.
- o Traffic control signs.
- o NBC monitoring equipment and warning signs.
- o Night observation equipment.
- o Food and water.

## Functions

MP at the TCP are tasked with performing five functions. These functions include tasks associated with each of the six BCC operations. They include--

- o traffic control.
- o straggler and refugee control.
- o intelligence gathering.
- o information dissemination.
- o security.

Traffic Control. Traffic control is the main purpose of the TCP. The highway regulation plan and the traffic control plan specify the tasks. TCP personnel ensure the priorities of movement established in these plans. They prevent delays and congestion on the MSRs. TCP personnel enforce rules and regulations stated in the plans and SOPs. They instruct convoy commanders and drivers to correct violations. The goal is to move resources forward to the operational units, not to apprehend violators.

MP at TCPs make adjustments in traffic flow and schedules to allow for unscheduled traffic. They reroute traffic as necessary. They clear unscheduled traffic off MSRs to maintain flow and assure vehicles do not use routes that have recently become impassable or damaged.

MP must keep a constant watch on traffic and convoy movement. They react immediately to problems as they arise. These problems are reported to the next higher authority. MP learn of road conditions, disabled vehicles, and enemy activities through road users, stragglers, and refugees.

Straggler and Refugee Control. When stragglers enter a TCP area, they are approached and evaluated. The observer determines whether or not the straggler is injured, dazed, or in shock. Injured stragglers are administered first aid and transferred to medical units.

Stragglers who are lost or separated from their units are guided to their parent unit or to other units specified in the SOP. Transportation may be arranged so they can just be given directions. Stragglers who are unwilling to return to their units are disarmed, taken into custody, and transported to detention centers in the rear area. The PMO coordinates all straggler operations through the G1.

When refugees are encountered on the MSRs, they are redirected to routes designated for refugee movement. Injured refugees are given first aid and transportation arrangements are made with the civil affairs unit. Refugees are also given directions to collecting points in the rear area. See Lesson 4 for more information on handling stragglers and refugees. The PMO coordinates all refugee control operations through the G5.

TCP teams must keep watch for possible enemy infiltrators attempting to enter the rear area with refugees. These infiltrators should be captured and moved to prisoner detention areas or to intelligence units for questioning.

Prisoners of war must be treated properly. Under the terms of the Geneva Conventions and the Hague Agreement, prisoners must be treated with proper respect for their rights as human beings. It is absolutely forbidden to mistreat them in any way. They are provided first aid, food, clothing, and shelter.

Intelligence Gathering. By talking with road users, stragglers, refugees, and civilian locals, TCP teams can gather intelligence data. Valuable information should be relayed immediately to military intelligence or the unit security officer.

Disseminating Information. Information on road conditions, enemy activity, and threats such as NBC conditions must be provided to drivers, convoy commanders, and other road users. TCP teams must be careful to give information only to authorized personnel. TCP teams ensure unauthorized personnel are not allowed to view traffic movements.

Security. TCPs are located in the forward area of the COMMZ and combat zone. Therefore, MP teams at TCPs are often first to detect air, ground, or NBC attacks. They must be ready to delay or endure an enemy attack. By selecting a position with cover, concealment, and good fields of fire, they greatly enhance their ability to defend their position.

TCP teams must also be prepared to destroy critical equipment and information if it appears that their position may fall to the enemy. SOI showing radio frequencies and maps showing vital facility locations should also be destroyed.

### NBC Requirements

When NBC contamination is detected, TCP personnel must perform the following tasks:

- o Gather and report the data for the platoon leader's NBC-1 report.
- o Post NBC warning signs on the MSR to warn users.
- o Request instruction on what actions to take with traffic--reroute or just stop and caution.
- o Prepare to seal the area off and redirect traffic to an alternate route.

### Convoys

MP on duty at TCPs are required to submit passing reports when the HTD directs. The passing report is a summary of the convoys that pass the TCP. These reports include--

- o convoy ID number.
- o time the first and last vehicle passed.
- o number of vehicles in the convoy.

These reports are passed through the chain of command and compiled until they reach the HTD. HTD uses these reports to evaluate convoy progress. The format for passing reports is given in local SOPs including instructions for transmitting the reports in code over the radio.

Each column of vehicles in a convoy is marked with the movement number or identification serial number of the convoy. This number is composed of--

- o two figures indicating the day of the month the movement started.
- o three or more letters showing the authority organizing the move.
- o two figures of the movement serial number.

|           |            |           |
|-----------|------------|-----------|
| <u>21</u> | <u>USV</u> | <u>08</u> |
| 1         | 2          | 3         |

The first vehicle in a column is identified by a blue flag. At night it will bear a blue light. The last vehicle in a column carries a green flag or light. The convoy commander's vehicle bears a white and black diagonal flag. See Figure 3-3.

Movement credits are an authorization given by HTD for convoy movement. The movement credit shows the time the first and last vehicles should pass the point of entry and exit. It may be considered as a highway time slot for the convoy to use. Use of movement credits permits close regulation of the traffic on control routes.

### Reports

The TCP team is required to report enemy activity or movement. By using the key word SALUTE, you can easily remember what information should be reported:

- S - Size of the enemy force.
- A - Activity the force is engaged in.
- L - Location of the enemy force.
- U - Unit type of the enemy force.
- T - Time the enemy was seen.
- E - Equipment carried by enemy troops and vehicles.

Reporting this key information enables friendly forces to engage the enemy fully prepared.

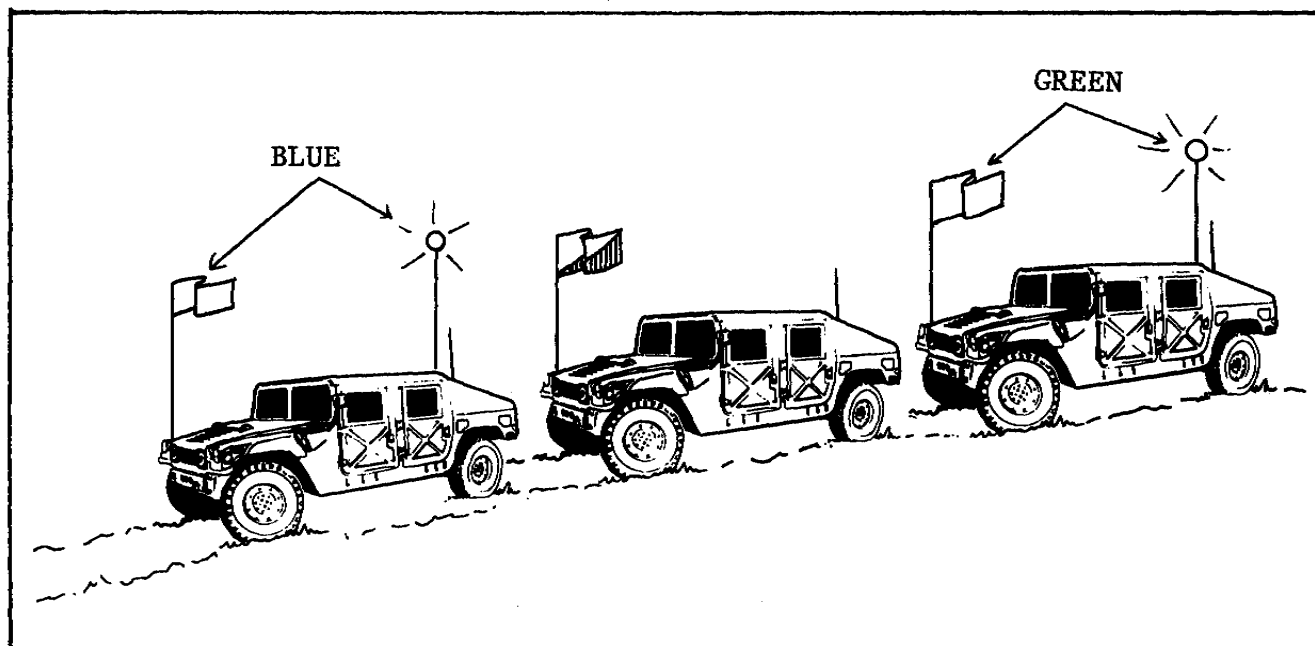


Figure 3-3. Convoy Markings.

## MOBILE PATROLS

Mobile patrols consist of a team of three MP. The team leader acts as observer and provides communications. The second team member drives the vehicle. The third team member acts as observer, operates the machine gun, and serves as alternate vehicle driver.

The company commander, platoon leader, or squad leader determines when, where, and what type mobile patrol is needed. The traffic control plan or the requirements of the mission, enemy, terrain, troops, and time (METT-T) determine the speed.

The mobile patrol team leader coordinates and supervises the preparation for the patrol. Combat load is based on METT-T and unit SOPs. The team leader determines the weapons and equipment required to support the patrol. He stations a trailer with food, water, equipment, and other supplies with a nonmobile MP unit along the patrol route. The team leader ensures that NBC detection equipment and hazard signs are included.

The main mission is to reconnoiter by continually patrolling assigned routes. Patrols may also perform stationary circulation control functions when an emergency arises. The team leader gives the other members a list of information to gather. The list includes--

- o recent weather (rain, snow) and its effect on the route (mud, rock slides).
- o unreported damage to the route such as craters or destroyed or damaged bridges.
- o new blockage such as trees blown down, disabled vehicles, or urban rubble.
- o uncontrolled traffic congestions such as refugee traffic or slow moving convoys.

Mobile patrols also disseminate information in the same way a TCP team does. Road users look to mobile patrols for directions and information. Team members must know where key units and facilities are located so that supplies and equipment may be routed to them without delay.

### Types

Mobile patrols are a versatile tool in traffic control. Mobile patrols may be one of three types;

- o Ground patrols.
- o Air patrols.
- o Water patrols.

Ground Patrols. On the ground, mobile patrols fulfill the same missions a TCP does. Because of their mobility, however, they can perform the following additional missions:

- o Maintain contact between TCPs.
- o Investigate accidents and incidents.
- o Perform route recon and surveillance.
- o Conduct checkpoint, roadblock, and defile operations.
- o Transport stragglers between TCPs and collecting points.
- o Perform resupply and administrative duties.
- o Clear refugees from MSRs.

Air Patrols. Air patrols consist of helicopters which can cover large areas quickly. From the air, these patrols identify obstructions and congestions easily and determine suitable bypasses quickly. They are best used with mobile ground patrols.

Water Patrols. These patrols use a variety of watercraft depending upon the size and type of waterways patrolled. They are most often used in areas with large numbers of inland waterways.

#### Methods

Mobile patrols use two methods to accomplish their mission--area patrols and route patrols.

Area Patrols. Area patrols are divided into programmed and unprogrammed patrols. Programmed areas patrols are used on a specified area on a defined schedule. See Figure 3-4.

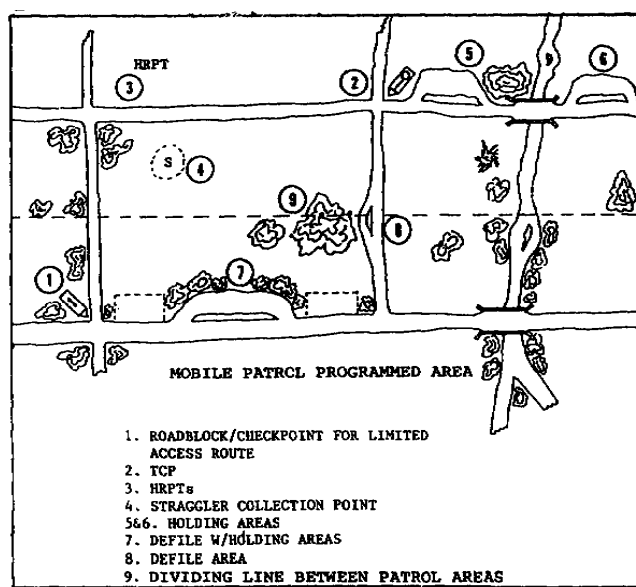


Figure 3-4. Patrol Areas.

Programmed area patrols perform their specified duties at designated times. They also arrive and depart TCPs at specified times. Unprogrammed area patrols are not operated on designated schedules or routes.

Route Patrols. Route patrols are assigned certain routes, generally MSRs, to patrol.

### Emergency Situations

Emergency situations must be handled rapidly and efficiently. Mobile patrols respond to these situations by establishing control and eliminating the situation. NBC conditions, disabled vehicles, road damage, and congestion can hamper traffic flow. Often a mobile patrol will discover a situation or will be dispatched to respond to it. They institute whatever action is required until--

- o resolution of the situation.
- o relieved by other MP.
- o assignment of another higher priority mission.

### TEMPORARY SIGNS

MP place temporary signs where hazards exist or where traffic must be regulated. They use signs to guide MSR users. The traffic control plan usually shows MP where to put the temporary signs. Temporary signs serve two purposes. They regulate traffic and they guide drivers. These signs provide route users the following information:

- o Detours.
- o Key units and facilities.
- o Directions.
- o Distances.
- o General information.
- o Route identity.
- o Hazard areas.

The locations for these signs are given in the traffic control plan. Additional signs are placed as needed. Signs should be placed to allow drivers adequate reaction time. They should not obstruct civilian signs. The basic guidelines for sign placement are--

- o signs should be placed .6 meters (approximately 2 feet) off the roadway.



- o signs should be placed 1 to 2 meters above road level.
- o hazard signs should be placed 150 meters before the hazard.
- o regulatory signs should be placed where regulation begins.
- o guide signs are placed to avoid confusion.
- o guide signs should be 150 meters past critical functions.
- o detour signs are placed next to general traffic signs.
- o detour signs correspond to the direction of the detour.

These temporary signs act as guides for drivers and regulate traffic. Signs allow the placement of minimal numbers of MP along a route. As the need occurs, signs may be replaced by staffed MP positions such as TCPs. The mobile patrols check the signs and repair or replace as needed.

See Appendix I, FM 19-4, for detailed information regarding the preparation and posting of temporary signs.

### PART C - SPECIAL CIRCULATION CONTROL MEASURES

In addition to the basic control measures discussed previously, MP use additional control measures to control traffic on MSRs within a combat theater. These special measures include--

- o holding areas.
- o roadblocks.
- o checkpoints.
- o defiles.
- o straggler posts.
- o straggler collection points.

#### HOLDING AREAS

Holding areas are off road areas where traffic can be placed for periods of time to ease congestion or to wait to permit passage as specified by movement credits. Holding areas can also be used to organize for an attack or reorganize in response to an attack.

Holding areas may be operated independently or in association with other traffic control measures. MP direct traffic into and out of holding areas to keep traffic flowing smoothly on the roadway.

## Staff

The number of teams needed to operate a holding area is based on the size of the holding area and the expected traffic. Generally, one team is assigned to handle a holding area. The team leader handles leadership, communications, and security for the area. One team member handles control of the holding area entrance, the other controls the exit. See Figure 3-5.

The team member assigned to the entrance remains in a concealed position near the entrance. As traffic approaches, he moves to the center of the road. He slows traffic and directs vehicles into the holding area and directs them where to park. Once all traffic is in the holding area he returns to his concealed position.

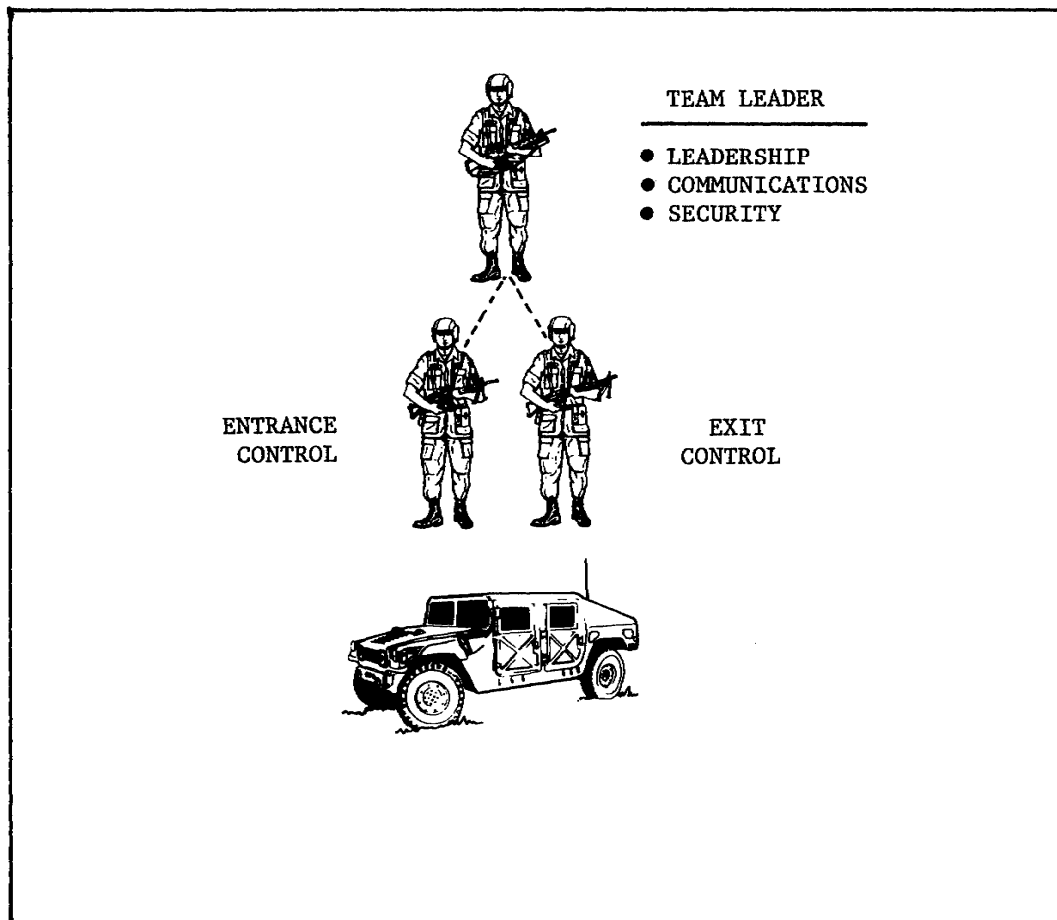


Figure 3-5. Holding Area Staff.

The team member assigned the exit position operates in much the same manner. When the team leader directs specified vehicles to depart, the exit team member informs the convoy commander or vehicle driver to leave. He goes to the center of the road and directs traffic onto the road. When traffic has departed he returns to his concealed position. See Figure 3-6.

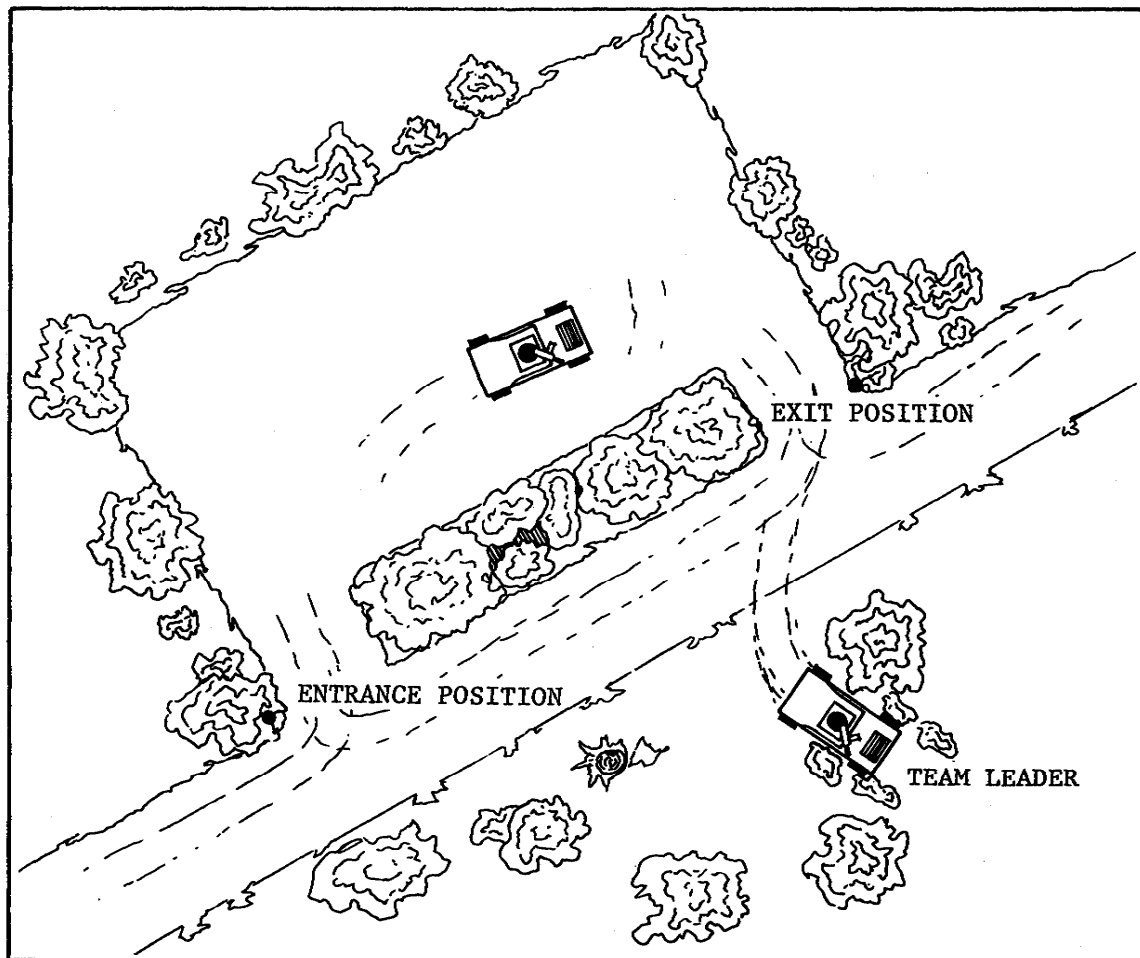


Figure 3-6. Holding Area Positions.

The team leader is located in a concealed position overlooking the entire holding area. His instructions come from movement credits, movement schedules, and from higher authorities. When operating in a defile situation, he gets instructions from the defile leader.

#### Location

The general location for a holding area is established by the HTD or the company commander. The squad leader or team leader selects the exact location of the holding area. After the site has been established, the team leader

notifies the PM operations section through the chain of command. The PM operations section notes the position on the traffic control plan and passes the information to the HTD where it is included in the circulation plan.

Site selection for holding areas is based on three principles:

- o The first vehicle in is the first vehicle out.
- o Parked vehicles must face the exit for easy and quick departure.
- o An internal roadway must allow selected vehicles to leave.

The team or squad leader follows five basic guidelines when selecting the exact location:

- o The location should offer cover, concealment, and dispersion capabilities.
- o It should have an easy entrance and exit.
- o The location should have a firm surface to support the weight and movement of traffic.
- o It should be large enough to allow cover and concealment from ground and air observation.
- o It should allow for easy defense.

The selection of the holding area fighting position is crucial. The position must overlook the entire parking area and the entrance and exit areas. Large holding areas may require two fighting positions, one at the entrance and one at the exit. In this case, a TA 312 phone system may be needed in addition to the M60 machine gun for each position.

Large holding areas may require a control plan for traffic flow and parking. A subdivision system should be devised. Starting with a sketch of the area, identify major obstacles, the internal road network, and trails. Then add the holding area.

The area is then divided into equal subdivisions and each is given a letter or number identifier. The area is then actually marked off to show these sectors. Signs showing the identification of each sector are posted. Traffic can then be directed by a sector sign the drivers can easily find themselves. See Figure 3-7.

It is important that a record of the number and size of vehicles be kept. This helps determine how full each sector is and provides information for passing reports.

## ROADBLOCKS

Roadblocks are operated with checkpoints to funnel traffic into the checkpoint. They are also used to prohibit traffic from entering prohibited routes. Provisions must be made to prevent traffic from skirting the roadblock. Barriers are placed so traffic has no alternative but to stop. The barriers must block the road, the shoulders, and any bypasses.

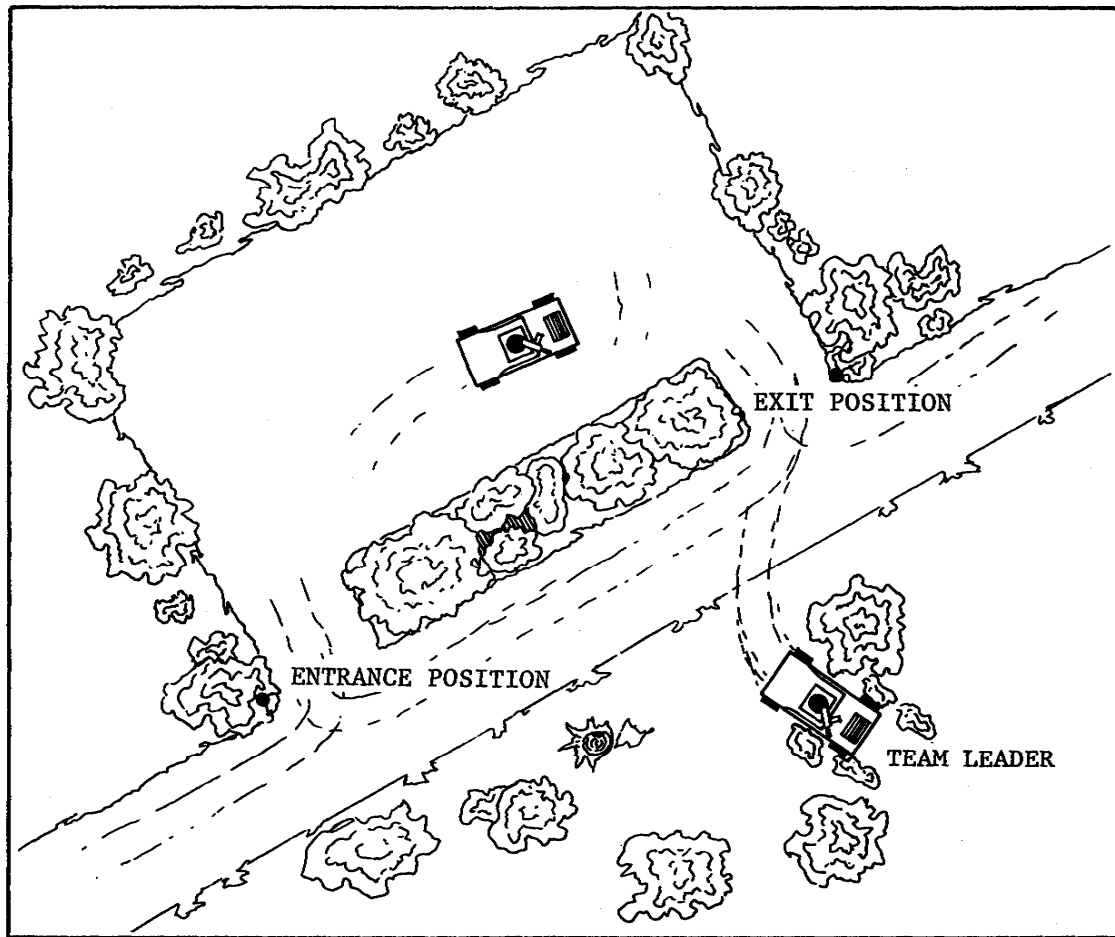


Figure 3-7. Holding Area Subdivision.

Barriers must be easy to move and be sufficiently lit. They can be made of various materials including--

- o concertina wire.
- o barbed wire.
- o vehicles.
- o trees.

- o debris.
- o warning signs.

Roadblocks are normally staffed by a single MP team. The team leader provides leadership and communications. One team member stops traffic and informs drivers where they may or may not go. The other team member provides security for the roadblock. See Figure 3-8.

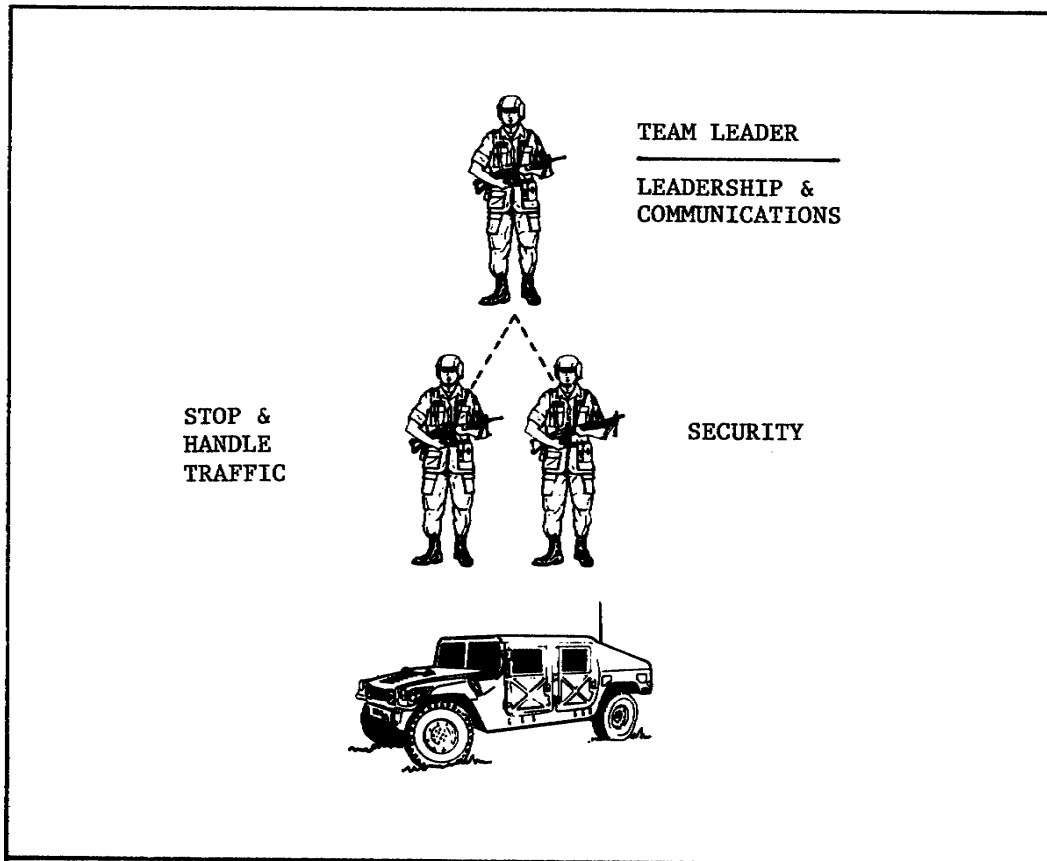


Figure 3-8. Roadblock Staff.

DETOUR

ROADBLOCK

HAZZARD

ALT. ROUTE

CHECK POINT/ROADBLOCK

RESTRICTED ROUTE

ROADBLOCK FOR PROHIBITED ROADS

ROADBLOCK FOR SUPERVISED ROUTE

This type of roadblock should be located at an intersection so traffic denied access can continue along the alternate route. Roadblocks used with checkpoints must be placed so they cannot be seen until all possible turnoffs

are passed. This prevents enemy agents and unauthorized vehicles from avoiding the checkpoint. See Figure 3-10.

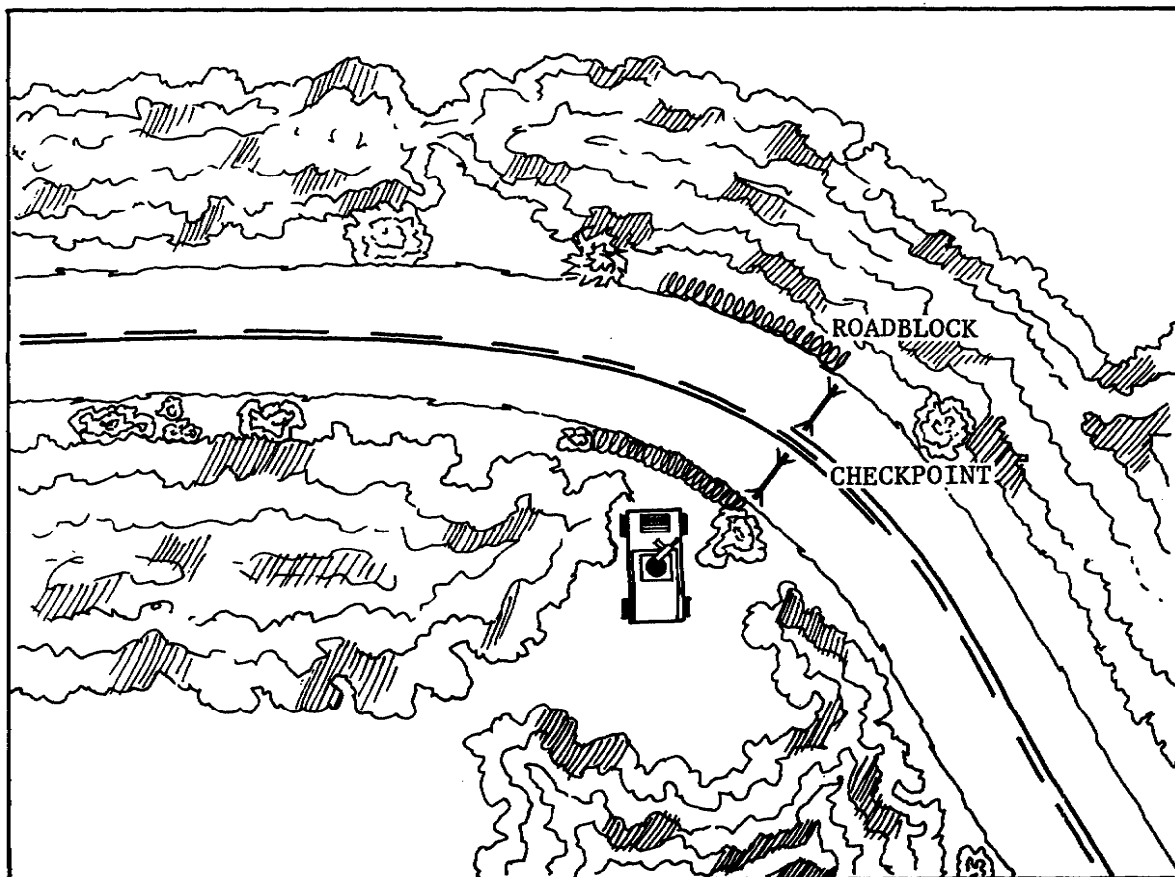


Figure 3-10. Roadblocks for Inspections.

## CHECKPOINTS

Checkpoints are usually staffed by a single MP team. The team leader provides leadership and communications. One team member acts as a security overwatch. The other team member inspects vehicles and people. At locations with a heavy traffic flow, two or more teams may be needed.

MP at checkpoints enforce rules and regulations, prevent illegal actions, inspect cargos, and provide information. Checkpoints are used extensively to provide security along restricted routes. MP check convoys for movement credits issued by HTD. They also provide directions to lost drivers.

MP at checkpoints on MSRs also screen vehicles and personnel for movement credits. They verify the vehicle is on the correct route and passing at the prescribed time. Cargo is checked against the manifest to verify that all is accounted for and is authorized.



Checkpoints are also set up to stop the local population from supplying the enemy with food, medical supplies, weapons, ammunition, or other items of military use. Checkpoints are used to stop black market operations by eliminating the transportation of contraband. MP should be suspicious of civilian vehicles containing military equipment, supplies, or weapons.

The placement of a checkpoint is based on the main purpose of the checkpoint. When the purpose is to check convoys for authorization to use the route, the checkpoint is positioned at the entrance of the controlled area. When the checkpoint is set up to check cargo or to spot-check vehicle traffic, the checkpoint is set up so that it cannot be seen by drivers until it is too late for them to avoid it. For example, it would be placed over a hill or around a curve.

## DEFILES

A defile is a narrow passage that constricts the movement of vehicles and troops. See Figure 3-11.

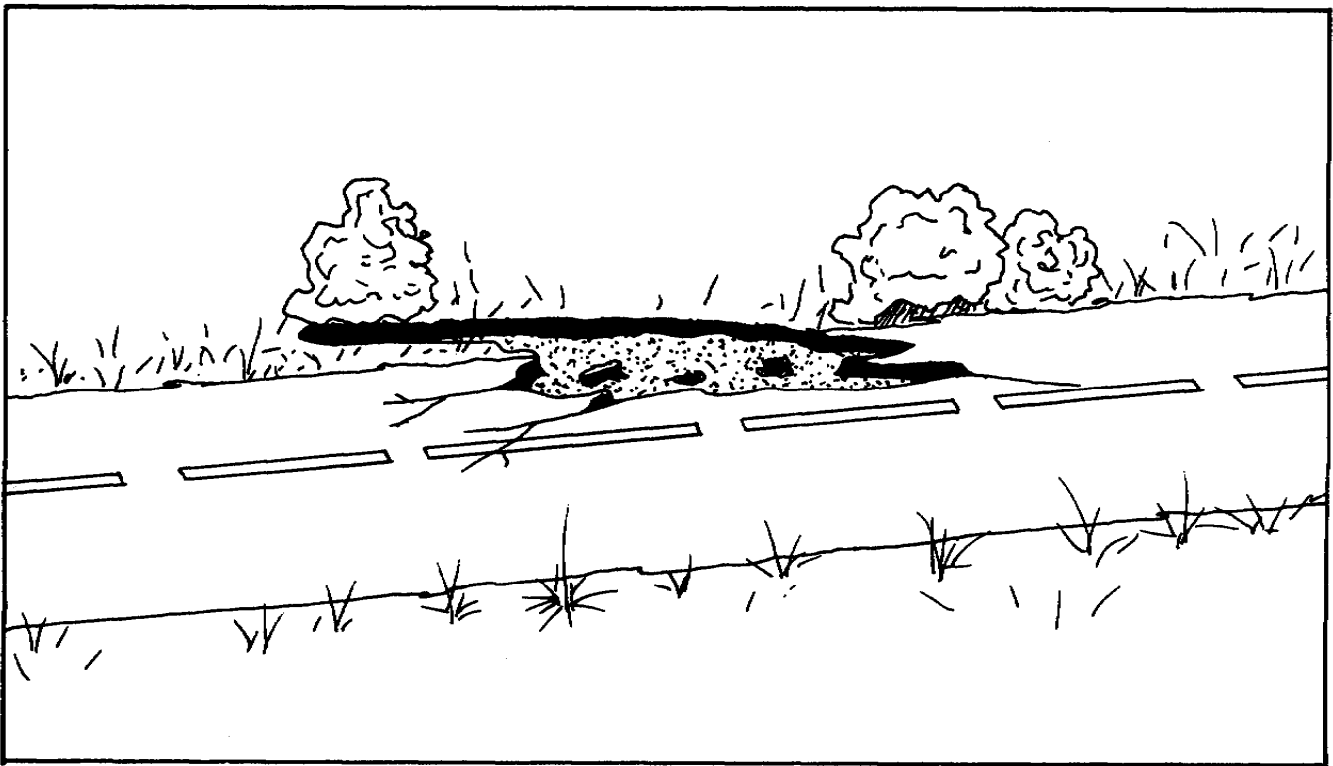


Figure 3-11. Defile.

The purpose of a defile is to prevent or to minimize congestion by regulating traffic flow. The control measures used will depend on METT-T and the situation. The simplest method possible should be used. Whenever possible, two methods should be used to ensure strict regulation of traffic. There are five methods of controlling defiles:

- o Visual signals.
- o Radio or wire communications.
- o Flags.
- o MP rider.
- o MP lead and trail vehicles.

Visual signals are feasible with small operations. Any visual signals that can easily cue traffic to hold or proceed should be used.

Radio or wire communications are used to hold or pass traffic via the communications link. Radios must be used carefully. Enemy electronic monitoring can detect the signal and use it to identify the location of the defile.

Flags are used to identify the last vehicle in the column. When the flag arrives at one end, the operator takes the flag and begins letting traffic flow in the other direction. He gives the flag to the last vehicle's driver. When the flag arrives at the other end of the defile, the MP there repeats the process.

The MP rider method is the same as the flag method except an MP rides in the last vehicle. The advantage of this method is that the MP can ensure all vehicles have truly cleared the defile.

The lead and trail vehicle method uses one MP vehicle to guide the traffic through the defile and another to follow the last vehicle. The lead vehicle can guide the column through dangerous or confusing obstacles. The trail vehicle ensures all vehicles have cleared the defile.

Disabled vehicles in a defile present a real problem. Traffic is limited to a path with sufficient clearance for one vehicle. MP must act rapidly and efficiently to remove a disabled vehicle. The team leader calls for a wrecker from the maintenance unit. If a wrecker is not available within a reasonable time or if the priority of traffic is high, MP use whatever means are available to remove the disabled vehicle.

A defile requires the same equipment as a TCP. Optional equipment such as communications equipment, signs, and flags may be needed.

MP are responsible for the following functions at the defile:

- o Briefing drivers about the obstruction.
- o Controlling access to the defile.
- o Ensuring that vehicles enter one at a time.

- o Providing security and defense for the operation.
- o Rerouting traffic as necessary.

A squad is usually employed to operate a large defile with holding areas. See Figure 3-12. One team controls the near side holding area, another team the far side.

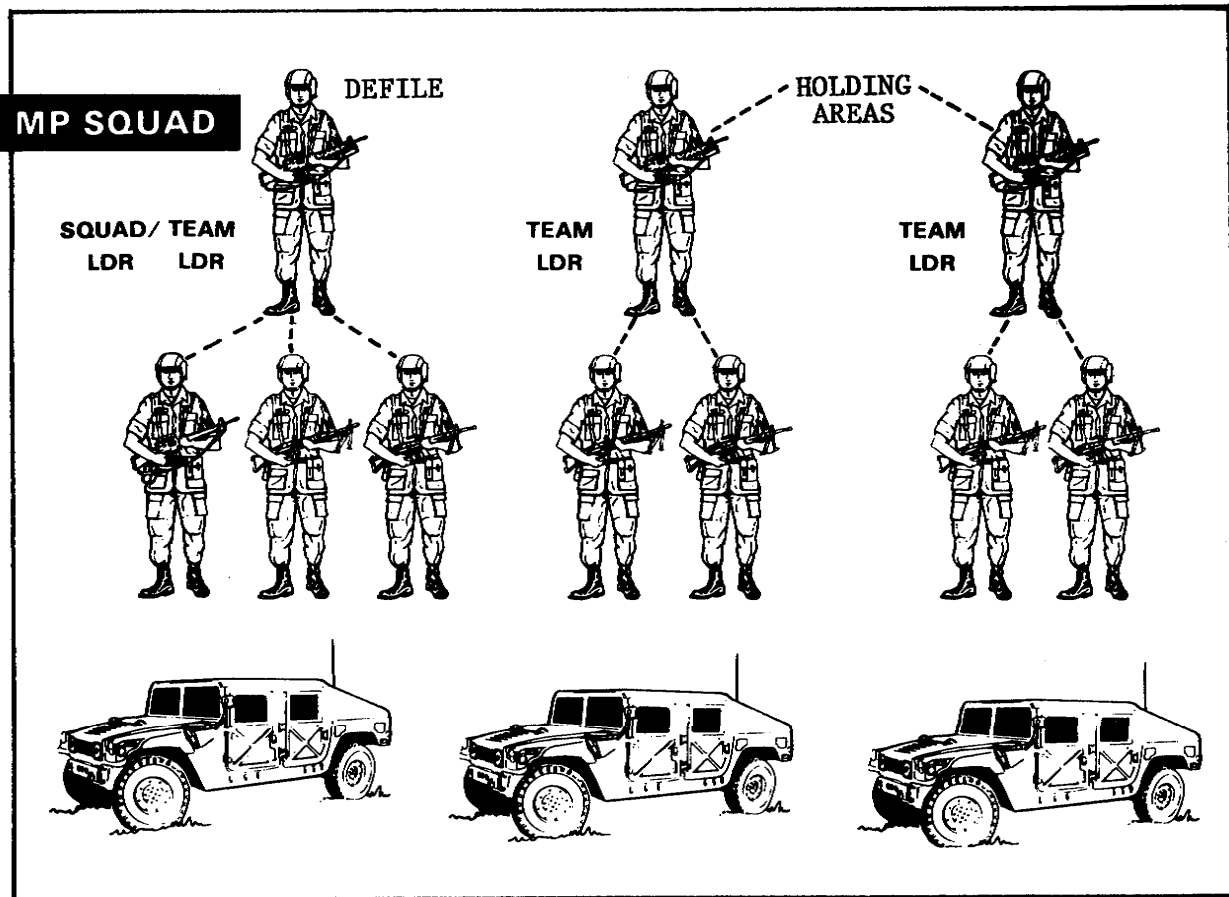


Figure 3-12. Defile Staff.

The location and position of holding areas at a defile depends on the availability of a suitable site and the ease of communications. Signs may be used to reduce the manpower requirement. The squad leader coordinates the operation and provides the leadership.

### STRAGGLER POSTS

At straggler posts, MP identify stragglers and direct them back to the proper military authority. MP should know which units are operating in the area, They should be alert for persons and vehicles they would not expect to find in the area. MP should be alert for deserters and persons absent without leave (AWOL). See Lesson 4 for additional information.

## STRAGGLER COLLECTING POINTS

Straggler collecting points are used when large numbers of stragglers exist, and when TCPs, mobile patrols, and straggler control posts are not able to handle the straggler flow. MP perform two main tasks at a straggler collecting point. They process each straggler and they help return stragglers to their units or place them in medical channels. The PM plans the location of a straggler collecting point. He usually places it along a key MSR or at an intersection of MSRs. See Lesson 4 for additional information.

### SUMMARY

Main supply routes are categorized into open routes, supervised routes, reserved routes, dispatch routes, and prohibited routes. MP exercise various levels of control depending on the category. MP use three basic circulation control measures to control traffic on MSRs. They--

- o set up TCPs at critical points on MSRs to control the movement of personnel and vehicles.
- o perform mobile patrols to reconnoiter a route or an area.
- o erect temporary signs to regulate traffic flow along MSRs.

In addition, MP use six special circulation control measures to control traffic on the battlefield. These are--

- o holding areas to provide waiting areas where vehicles and troops can be held temporarily.
- o roadblocks used to limit the movement of vehicles along a route to close access to certain areas or roads.
- o checkpoints to provide staffed locations used to control access.
- o defiles to provide a narrow passage that constricts movement of troops and vehicles.
- o straggler posts on MSRs where MP can check for stragglers.
- o straggler collection points where stragglers are collected and processed for return to units or placement in other military channels.

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## LESSON 3

### PRACTICE EXERCISE

The following questions will test your understanding of the material covered in this lesson. Each question has only one correct answer. When you have completed the exercise, check your answers with the answer key that follows. If you answered any question incorrectly, review the part of the lesson that covers the subject matter.

1. MP are assigned as teams. Which of the following constitutes a team?
  - A. One leader and two members.
  - B. One leader and five members.
  - C. One leader and ten members.
  - D. Two leaders and four members.
2. You have been assigned an MP team to control a route classified as prohibited. Which of the following control measures would you instruct the MP team to use?
  - A. Checkpoints.
  - B. Roadblocks.
  - C. Defiles.
  - D. Holding areas.
3. You have been assigned an MP team to provide security along a restricted route. Which of the following control measures would you instruct the team to use?
  - A. Checkpoints.
  - B. Roadblocks.
  - C. Defiles.
  - D. Holding areas.

Situation: You are assigning MP teams. The highway regulation plan pinpoints a rather large defile. Answer the next two questions on the defile assignment.

4. How many teams would you usually assign?
  - A. One.
  - B. Two.
  - C. Three.
  - D. Four.

5. Which of the following describes a dispatch route?
- A. Has minimal supervision.
  - B. Columns of 10 or more vehicles must have movement credits.
  - C. Route set aside for the exclusive use of a specific unit.
  - D. Movements permitted strictly on a priority basis.
6. The exact locations of TCPs are determined by which of the following?
- A. Traffic control plan.
  - B. Traffic regulation plan.
  - C. MP team leader.
  - D. MP supervisor at HQ.
7. Which of the following statements is not correct about a TCP staffed by a single team of MP?
- A. One team member handles communications.
  - B. The team leader provides security for the TCP.
  - C. One team member watches and directs traffic.
  - D. The team leader and traffic observer staff the same position.
8. Which of the following statements describes the actions of the holding area team leader?
- A. Directs traffic into the holding area.
  - B. Controls traffic out of the holding area.
  - C. Assigns parking in the holding area.
  - D. Controls communications and security.
9. Which of the following statements is correct about roadblocks?
- A. Barriers must be situated to permit bypass for authorized traffic.
  - B. Roadblocks are staffed by three MP teams.
  - C. When used with checkpoints, roadblocks funnel traffic to it.
  - D. Barriers must be made of barbed wire or concertina wire only.
10. Which of the following is an advantage that MP would receive from using temporary signs?
- A. Fewer MP are required for traffic control.
  - B. Drivers become responsible for getting required directions.
  - C. Road regulation violators may be apprehended.
  - D. Fewer mobile patrols are required on the routes.

LESSON 3  
PRACTICE EXERCISE  
ANSWER KEY AND FEEDBACK

| <u>Item</u> |    | <u>Correct Answer and Feedback</u>  |
|-------------|----|---|
| 1.          | A. | One leader and two members.<br>Normally, a single... (page 3-3, para 4)                               |
| 2.          | B. | Roadblocks.<br>Access is prohibited... (page 3-2, para 6)   |
| 3.          | A. | Checkpoints.<br>Checkpoints are used... (page 3-20, para 2)   |
| 4.          | C. | Three.<br>A squad is... (page 3-23, para 1)   |
| 5.          | D. | Movements permitted strictly on a priority basis.<br>MP exercise full... (page 3-2, para 4)           |
| 6.          | C. | MP team leader.<br>The assigned team... (page 3-3, para 3)  |
| 7.          | D. | The team leader and traffic observer staff the same position.<br>When a single... (page 3-3, para 5)  |
| 8.          | D. | Controls communications and security.<br>The team leader... (page 3-14, para 1)                       |
| 9.          | C. | When used with checkpoints, roadblocks funnel traffic to it.<br>Roadblocks are... (page 3-17, para 1) |
| 10.         | A. | Fewer MP are required for traffic control.<br>Signs allow the... (page 3-13, para 1)                  |



## LESSON 4

### STRAGGLER AND REFUGEE CONTROL OPERATION

Critical Task: 03-3753.00-3000

#### OVERVIEW

##### LESSON DESCRIPTION:

In this lesson you will learn to direct straggler and refugee control operations.

##### TERMINAL LEARNING OBJECTIVE:

- ACTION:** You must conduct BCC operations.
- CONDITIONS:** You have this subcourse, paper and pencil.
- STANDARD:** You must demonstrate your knowledge of the task by correctly answering 70 percent of the multiple-choice questions on the examination.
- REFERENCE:** The material contained in this lesson was derived from the following publications: FM 19-1, FM 19-4, FM 41-10, STANAG 2067, and TC 19-7.

#### INTRODUCTION

As part of their battlefield mission, MP control the evacuation and movement of stragglers and refugees. They also support straggler posts and collecting points. There will be many stragglers as friendly forces become separated and disorganized by the shock effects of nuclear and chemical warfare. Refugees, fleeing in panic in the face of such destruction, will be unlikely to follow the road directions of either civilian or military authorities. Routes set aside for military use can be expected to become clogged with refugees on foot and in privately owned vehicles. As the privately owned vehicles run out of gas, they will be abandoned all along the MSR, creating further obstructions.

#### PART A - TERMINOLOGY

To successfully discuss straggler and refugee control, we must understand the terms peculiar to the subject. These terms are defined as follows:

Evacuee - is a civilian removed from his home (place of residence) by military direction for reasons of his own security or for the requirements of the military situation.

Displaced Person - is a civilian who is involuntarily outside the national boundaries of his country.

Refugee - is a civilian, who by real or imagined danger, has left his home to seek safety elsewhere. For the purposes of this lesson, the term refugee also includes evacuees and displaced persons.

Straggler - is a military person, in a combat zone or on maneuvers, away from his unit without proper authority.

Straggler Control - is the planning, supervision, and execution of those measures taken in a theater of operations to return military personnel separated from their commands to appropriate military control.

Straggler Post - is a point on the MSR where MP check for and direct or apprehend stragglers.

Straggler Collecting Point - is the place where stragglers are assembled and processed for return to their parent units or placement in other military channels.

Straggler Control Line - is an MP control line extending across the zone of action or sector of defense. It is usually in the rear of division medium artillery positions. It is designated by a commander for the apprehension of stragglers, line crossers, and infiltrators. It may be staffed or unstaffed. When staffed, it may consist of fixed posts and/or patrols.

## PART B - STRAGGLER CONTROL

It is important to distinguish a straggler from a refugee, since the procedures and techniques for handling each are different. A straggler is a member of the military, whereas a refugee is generally a member of the local population. Stragglers become stragglers for many reasons, but most often refugees become refugees out of fear, whether real or imagined, for their lives or well-being.

It is also important to remember that the enemy will use refugees as a means of infiltrating friendly lines. Their purpose behind friendly lines is to disrupt operations, impair critical operational abilities, or gather information data. It is very important that MP watch for infiltrators.

Stragglers are also an important source of intelligence. Because of their recent proximity to the combat front they can provide information on enemy positions, enemy strength, and enemy troop composition.

Stragglers also bring equipment taken from enemy soldiers that may have some intelligence value. Stragglers who are identified as being possible sources of intelligence should be directed or taken to the intelligence division.

In general, the purpose of straggler control operations is to return personnel to front line operational units in an effort to maintain the highest degree of

troop strength possible. In areas where NBC weapons have been or are being employed, the number of stragglers will invariably increase. This environment causes an increase in the number of soldiers who get lost, wounded, dazed, injured, and generally combat fatigued.

## CAUSES

Six factors contribute to the desertion or deliberate departure of troops: physical, physiological, psychological, morale, tactical, and leadership factors.

The physical factors that contribute are such aspects as scarcity of weapons or ammunition, a lack of supporting weaponry, darkness, unusually rough terrain, and extreme weather conditions.

Physiological factors such as hunger, thirst, and exhaustion will cause some soldiers to head to the rear area.

Psychological factors such as fear of either real or imagined danger, anxiety, insecurity, tension, or just plain lack of knowledge of the military situation can cause some to desert.

Morale factors, such as boredom, homesickness, inexplicable lack of mail from home and loved ones, personal problems, rumors, a defeatist attitude, or a failure to believe in the cause being fought for, can cause deliberate departures.

Tactical factors also contribute to the problem. Heavy losses, sustained periods of action, and multiple reverses causes frustration among the troops. Conflicting orders and poor communications add confusion to the problem.

Leadership factors affect the desertion rate also. An absence of leaders, loss of good leaders, or a lack of confidence in the quality of leadership leads to confusion and frustration among the troops.

## CATEGORIES OF STRAGGLERS

Stragglers are divided in to three categories--injured, uninjured, and deliberate. Deliberate stragglers are those attempting to avoid returning to their unit. MP decide which category the straggler fits.

### Injured

MP give immediate first aid to stragglers who are injured, wounded, or ill. They evacuate them to the nearest medical facility as soon as possible. The seriousness of the wound or injury is the key factor in deciding how soon and by what method the straggler must be evacuated.

## Uninjured

MP help uninjured soldiers who have been inadvertently separated from their units to return. MP should question these stragglers to obtain intelligence data. MP simply direct them to their units or to a HQ within their chain of command. If the unit location is unknown, MP send these stragglers to a straggler collecting point or to the closest major HQ.

## Deliberate

MP must be cautious with deliberate stragglers. Soldiers trying to avoid returning to their unit must be returned under escort. These stragglers may resort to violence to avoid military control. MP must search, disarm, and detain these stragglers. They hold them until transport and escort may be arranged to take them back to their units, the straggler collecting point, or another designated place.

## PLANNING OF STRAGGLER CONTROL OPERATIONS

The provost marshal's responsibility includes the creation of the straggler control plan. This plan is based on the estimate of straggler flow from G2. The plan will also include any specific guidelines set forth by HQ. The PM also recommends changes to the plan as they are needed. He directs the set-up of straggler control posts and other straggler control facilities as required. He will coordinate with other HQs to create an overall straggler control plan. Finally, he will prepare and forward to HQ the straggler control reports that may be needed.

The military police units detect, apprehend, and return stragglers to their parent units. Straggler control is normally done along with traffic control, refugee control and displacement, and populace and resource control as part of the operation of TCPs.

In planning straggler control, the planner should coordinate the plan with the following units:

- o Assistant chief of staff, G1.
- o Provost marshal.
- o Military police units.
- o Intelligence units.
- o Transportation units.
- o Medical facilities.
- o Host-nation police agencies.
- o Host-nation military police units.

If more than one nationality of forces are involved, separate collecting points should be set up. If this is not feasible, a combined collecting point should be staffed by MP from each nation. At the very least, provisions should be made to have interpreters at each collecting point.

The straggler control plan should include the following:

- o TCPs to perform straggler control activities.
- o Mobile patrols to aid in straggler control.
- o Establishment of straggler collecting points.
- o Establishment of straggler control lines.
- o Coordination with other HQs.
- o Provisions for replacement detachments.
- o Coordination with other significant agencies with interest in straggler control activities or that may be affected by them.

The straggler control plan will lead to a creation of SOPs and other special orders. These local instructions will detail the internal responsibilities of those tasked with straggler control. They will also detail the specific duties and tasks involved with straggler control. Finally, these instructions will specify the procedures to be followed when handling and processing stragglers.

#### PROCESSING AND DISPOSITION

Seven basic steps are used to process stragglers:

- o Identify and categorize the straggler.
- o Detain or apprehend and search stragglers who are attempting to avoid return.
- o Provide first aid to injured stragglers.
- o Record key information about each straggler.
- o Determine the intelligence value of each straggler.
- o Release stragglers based on the reasons for being stragglers.
- o Transport the stragglers to wherever they should go.

## Identification

Identifying stragglers sometimes requires a trained eye. MP tasked with detecting stragglers should observe all people passing. They should look for any of the following signs:

- o Uniforms.
- o Unit insignias.
- o Bumper markings of vehicles.
- o Identification cards or tags.
- o Passes and other authorizing documents.
- o Suspicious or abnormal behavior.

MP should spot-check the vehicles passing through their posts. These checks should be limited to vehicles which are not a part of a convoy. A close eye should be kept for possible infiltrators. The enemy will attempt to sneak people into the rear area among the stragglers and refugees. Infiltrators are often on missions to either perform some act that will disrupt operations or to gather data about friendly forces.

Beware of deliberate stragglers. They will try to bluff their way past the MP. They will try to play on sympathy to avoid returning to their units. Put simply, deserters will employ any ruse to successfully stay in the rear area.

## Detention, Apprehension, and Search

The MP who identifies a straggler will decide whether or not to apprehend the straggler. This choice is based on the type of straggler he is faced with. Stragglers who are merely lost may be given directions to their units and left to use available transportation to get there on their own. Stragglers who are dazed or in shock should be approached cautiously. The MP should try to gain the straggler's confidence by speaking in friendly tones, but with a sense of certainty.

Encourage the straggler to cooperate. Stragglers may resort to violence. If they do, apprehend them. These stragglers should have their weapons taken from them. They should then be searched for other harmful items. They should be sent, under escort, to a medical unit for treatment. Stragglers who have deliberately left their units should be apprehended. These stragglers may resort to violence to avoid return. They should be disarmed, searched, and held under guard until they can be returned to their units. The units should be asked to provide an escort for the straggler's return. If the straggler is sent to a collecting point or any other location specified by SOP or straggler plan, he should be moved under escort. Wounded stragglers are not normally apprehended. If they are unconscious, they should be disarmed and sent to the medical unit.

## First Aid

When wounded stragglers are discovered, give first aid right away. For injured stragglers who need more than simple first aid, you should provide transportation to a medical unit as soon as possible. Stragglers with minor injuries and who are conscious and coherent may keep their weapons. Unconscious and severely injured stragglers should have their weapons and other equipment taken and disposed of in accordance with (IAW) SOPs or local instructions.

## Information Recording

The data for record keeping and reporting may be gathered at either the control post or the collecting point. This data is compiled into reports that are channeled to the units. These reports can be used for several purposes. They can be used to keep track of unit strength. They can also be used to verify and punish deserters. The data listed below should be obtained from each straggler:

- o Name, rank, and service number.
- o Nationality.
- o Unit.
- o Armed or unarmed.
- o When and where found.
- o Whom found by.
- o Where straggler is coming from.
- o Where straggler is going to.
- o When and why straggler departed his unit.
- o Where straggler was sent or directed to.
- o Any other pertinent data.

This data is also useful in locating the causes of serious straggler problems. By observing the data and figuring out what trends are present, MP can identify straggler causes. These causes can then be worked on. However, not all causes can be remedied. There are many factors in battle that are beyond the control of HQ.

## Determine Intelligence Value

As stated before, stragglers can be a very good source of data about enemy strength and actions. Light questioning of stragglers can determine the value

of what they know. Quite often stragglers have data on enemy position, strength, and composition. When a straggler is found to have data of this sort he should be sent to the intelligence unit for debriefing. If the data he has is of significant tactical value, he should be sent to intelligence as soon as possible.

### Release to Unit

Following processing, stragglers are released to other units. Uninjured stragglers are usually sent to their parent units. Injured stragglers are sent to a medical unit. Deliberate stragglers are sent to their parent units under escort. Deliberate stragglers will sometimes be sent to detention units in the rear. It is very important that MP provide accurate data to the parent units upon straggler release. It is on this information that unit commanding officers (COs) will base their decisions for disciplinary action.

### Transportation

The types of transportation used will depend on several factors. The flow of stragglers is one. The types and amount of traffic already moving is another. The major factor is the type straggler being moved. Uninjured stragglers are normally given directions to their unit and left to get a ride with whatever traffic is headed their way. Injured stragglers are moved based on the type and degree of their injuries. Special arrangements will be made to get the severely injured ones to medical units. The stragglers with minor injuries are moved by whatever means is available. Quite often the local civil police will help with the movement of stragglers. Deliberate stragglers are moved under escort through means arranged by their parent units.

When straggler movement toward the rear is very heavy, special arrangements may be made for their movement. When large numbers of stragglers can be planned for, a bussing network may be set up. This network can pick up the stragglers from the control posts and deliver them to the collecting point. The same network can be used to route stragglers back toward their units. If casualties are heavy, they can also be moved via a special network.

When a heavy straggler flow is expected, a straggler control network may be set up. This network would include straggler control posts along the straggler control line. It would also have control posts behind the line for those missed at the line. A special bussing network could also be set up to link all the control posts to the collecting point. During times of heavy straggler flow it may be necessary for the MP doing the processing to tag stragglers. This is done using DA Forms 4137 (Evidence/Property Custody Document) and 4002 (Evidence Property Tag). The tags would bear pertinent data. Data such as unit, name, rank, destination, and pick-up post could be included on the tag.

### CONTROL MEASURES

Normally straggler control is done as part of other MP duties. When there are abnormally large numbers of stragglers it may be necessary to set up a network



to handle only the stragglers. In doing this, straggler control posts and collecting points will be established.

Straggler control lines will normally be established regardless of the amount of stragglers being handled. The choice to staff this line may be affected by the number of stragglers being handled. The straggler control line is an imaginary line, although it may be an actual physical line, that runs lateral to the front lines. This line will normally follow along the lateral lines of communications, but will surely cover natural lines of flow toward the rear area. The line is usually set along easily identifiable terrain features so that it is easy to tell which side of the line people are on. Troops found to the rear of this line (normally brigade rear boundaries) will generally be processed as stragglers.

#### Straggler Control Posts

Straggler control posts are not normally set up as separate posts unless large numbers of stragglers are expected. The MP operations section plans the location of straggler posts on likely routes. When needed, these posts will be staffed by three MP. The team leader will provide leadership and communications for the post. The second MP will provide security for the post. The third MP will check identification and give directions to those stragglers that come to the post.

MP record all key information about each straggler. At a minimum, MP should record the following information:

- o Number, rank, name, and nationality of the straggler.
- o The straggler's unit.
- o Whether the straggler is armed or not.
- o Where and when the straggler was found.
- o Where the straggler was coming from.
- o Where the straggler was going.
- o Why and when the straggler left his unit.
- o Where the MP sent the straggler.
- o Other pertinent information.

Straggler control posts should be placed along natural lines of movement toward the rear area. They should be located in defilade and be concealed from enemy view. As the work load allows, these posts may also perform other circulation control tasks.

### Straggler Collecting Points

The straggler collecting point is an area for grouping stragglers. At this point the stragglers are processed for return to their parent units or for evacuation to the rear area. The collecting point is usually located near either the HQ or an MSR. Ideally, the collecting point will be near the medical facility.

The collecting point should be able to provide shelter, food, clothing, and first aid to those stragglers who are processed. Collecting points are only used when the numbers of stragglers are very high. Normally, processing will occur at the TCPs.

Stragglers are initially screened and sorted into categories. Those who can be trusted to return to their units after receiving directions are released. Those needing medical attention are evacuated to a medical unit. Evacuation is based on the wounds involved. Those that are seriously wounded are transferred as soon as possible. The less seriously injured are transferred as transportation is made available.

Deliberate stragglers are held under guard until they can be transferred to their units under escort. Escorts are normally supplied by the parent unit.

A straggler collecting point is staffed by an MP squad. One team will process the stragglers. The second team will guard the deserters. The last team will supplement and/or relieve members of the other two teams.

## PART C - REFUGEE CONTROL

The movement of refugees through the battlefield presents problems to circulation control. Their uncontrolled movement slows the movement of traffic. Their presence poses a threat to security. The presence of infiltrators in the refugee movement is a real problem. This enemy presence has but one purpose--to disrupt the battle effort. Infiltrators do this by gathering data behind friendly lines and disrupting critical operations. MP tasked with refugee control must always look for possible infiltrators. When enemy agents are detected, MP capture them and hold them prisoner.

### RESPONSIBILITIES

It is the job of the civil affairs unit G5 to plan and coordinate refugee control. In doing this they will work with G2 to get an estimate of the size of the movement. They will order a route recon to find primary and secondary routes for the refugees and locations for control posts, collecting points, and assembly and service areas. The civil affairs unit is also responsible for arranging that collecting points have shelter, food, and clothing. They will decide their equipment needs and arrange for interpreters. They will also work with local, civil police to ease the movement. Finally, they will get and review all directives and standfast orders that deal with refugee movements.

The MP planning involves many of the civil affairs tasks. The MP will do the route recon. They will coordinate with all of the involved agencies and units. They will also figure their manpower availability. Finally, they will procure the equipment needed to do the job.

In general, refugee control is much like straggler control. Under normal conditions, the MP will conduct refugee control as part of their BCC duties. Only when the flow is very heavy will they set up a network strictly for refugee control.

## TASKS

The basic task of the MP in refugee control is to enforce the control plan. To do this they will do several jobs. They will reconnoiter and mark the refugee routes. This is done by placing signs and leaflets along the route. The MP will provide a security escort along the route as needed. They will direct the refugees off MSR and communication lines to the specified route. When needed, they will move the refugees off the route into holding areas to permit convoy passage. They will also screen the group to detect infiltrators and gather intelligence data. Finally, they will conduct mobile patrols to observe flow on the refugee routes. To do these jobs, the MP will operate TCPs, roadblocks, and checkpoints. Normally, MP do not work the collecting points unless the flow is too heavy for civil affairs to handle alone.

## TRAINING

Proper preparation for refugee control tasks will greatly improve the amount of control that can be exercised. Completely briefing the MP on the parts of the Geneva Conventions dealing with refugees is required. Briefing on the terms of agreements between the host nation and the Army must also be done. This briefing should discuss the--

- o impact of refugees on BCC and the measures that MP will take to control refugees.
- o importance of protecting the property of the refugees from damage or theft.
- o limits on the use of force with respect to refugees.
- o control measures that will be used and the procedures for doing each.
- o procedures for reporting suspected criminal acts and violations of the Geneva Conventions.

All of the items listed above are very important to the control effort. Failure to protect the refugees and their property can create serious problems in the Army-host nation relationship. This would make waging the battle even harder than it already is.

## SUMMARY

MP undertake straggler control operations to return military personnel to their proper commands. Unit strength must be kept as high as possible in combat environment. MP conduct refugee control operations to assist, direct, or deny the involvement of civilians within a combat theater. Refugee control ensures refugee movement does not interfere with MSR traffic or tactical operations.

## LESSON 4

### PRACTICE EXERCISE

The following questions will test your understanding of the material covered in this lesson. Each question has only one correct answer. When you have completed the exercise, check your answers with the answer key that follows. If you answer any question incorrectly, review the part of the lesson that covers the subject matter.

Situation: You are an MP assigned to perform straggler and refugee control operations. You are assigned in a theater of operations that is presently engaged in combat. You have available to you all the equipment, material, and personnel you will need to conduct the straggler and refugee control operation.

1. The enemy will attempt to move some of their personnel behind friendly lines. Which of the following statements are correct regarding these infiltrators?

1. Infiltrators will attempt to disrupt critical operations.
2. Infiltrators will attempt to capture numerous friendly troops.
3. Infiltrators will attempt to gather information about friendly force operations.
4. Infiltrators will attempt to spread their ideologies.

- A. 1 and 3.
- B. 2 and 4.
- C. 1 and 2.
- D. 3 and 4.

2. Which of the listed statements are true about stragglers?

1. Soldiers may become stragglers due to injuries, shock, and fatigue.
2. Stragglers are an important source of intelligence.
3. Straggler control operations are to maintain front line troop strength.
4. Soldiers sometimes deliberately become stragglers.

- A. 1 and 4.
- B. 2 and 4.
- C. 1, 2, and 4.
- D. All statements are correct.

3. Which of the following are true about stragglers who are attempting to avoid returning to their units?
1. They will play on sympathy.
  2. They may resort to violence to avoid return to their units.
  3. They should be apprehended only if they appear to be dangerous.
  4. They will attempt any ruse to avoid detection and apprehension.
- A. 1 and 3.  
B. 2 and 4.  
C. 1, 2, and 4.  
D. 2, 3, and 4.
4. The provost marshal has primary responsibility for straggler control planning. Which of the following statements are correct about the PM's planning responsibilities?
1. He will develop an estimate of the expected straggler problem.
  2. He will assign interpreters to handle refugees.
  3. He will coordinate with host-nation civil authorities.
  4. He will direct the set up of straggler control facilities.
- A. 1 and 2.  
B. 3 and 4.  
C. 1, 2, and 3.  
D. All statements are correct.
5. Which of the following statements is correct about the measures that may be employed to maintain straggler control?
1. Dedicated straggler control posts and collecting points are only established when large numbers of stragglers are expected.
  2. Mobile patrols are necessary to maintain full line coverage.
  3. A straggler line will always be staffed by MP.
  4. Traffic control posts are not permitted to perform straggler control activities.
- A. 1.  
B. 2.  
C. 1 and 3.  
D. 2 and 4.

6. Which statements are correct about straggler collecting points?

1. Deliberate stragglers are locked into detention cells.
2. They are always located clear of MSRs.
3. Food, shelter, clothing, and first aid will be provided there.
4. They are staffed by an MP squad.

- A. 1 and 2.
- B. 2 and 3.
- C. 3 and 4.
- D. All statements are correct.

7. When looking for possible stragglers, an MP will look for many different things. Which of the following statements describes signs that may indicate a straggler?

1. Soldiers without weapons.
2. Unit insignias on uniforms.
3. Vehicle bumper markings.
4. Suspicious passengers in convoy vehicles.

- A. 1 and 2.
- B. 2 and 3.
- C. 3 and 4.
- D. All statements are correct.

8. Which of the following statements are correct with respect to the apprehension of stragglers?

1. Uninjured stragglers need not be apprehended, only directed to their units.
2. Injured stragglers should be apprehended only if they turn violent.
3. Deliberate stragglers should always be apprehended.
4. Injured stragglers normally need not be apprehended.

- A. 1 and 2.
- B. 2 and 3.
- C. 3 and 4.
- D. All statements are correct.

9. Which of the following statements are correct with respect to the release of stragglers?
1. Uninjured stragglers are given directions and released immediately to return to their parent units.
  2. Injured stragglers are released to medical units.
  3. Deliberate stragglers are released to escorts from their parent units.
  4. Uninjured stragglers are the only ones to be released with their weapons.
- A. 1 and 2.  
B. 1, 2, and 3.  
C. 1, 3, and 4.  
D. 2, 3, and 4.
10. Which of the following are correct statements about refugee control operations?
1. Refugees are generally in search of safer accommodations.
  2. Refugees pose a security problem to the theater of operations.
  3. Refugee movements inhibit traffic circulation.
  4. Refugee groups may include infiltrators.
- A. 1 and 2.  
B. 2 and 3.  
C. 3 and 4.  
D. All statements are correct.
11. Which of the following statements are correct about refugee planning?
1. MP plan and coordinate refugee control planning.
  2. Civil affairs units perform all refugee control tasks.
  3. MP perform the route recon to identify refugee routes.
  4. Estimates of the numbers of expected refugees come from G2.
- A. 1 and 2.  
B. 2 and 3.  
C. 3 and 4.  
D. All statements are correct.



12. Which of the following statements correctly describes MP refugee control tasks?

1. MP guide refugees off the MSRs.
2. MP do the processing at the collecting points.
3. MP move refugees into holding areas while convoys pass.
4. MP mark refugee routes.

- A. 1, 2, and 3.
- B. 2, 3, and 4.
- C. 1, 2, and 4.
- D. 1, 3, and 4.

LESSON 4  
PRACTICE EXERCISE  
ANSWER KEY AND FEEDBACK

| <u>Item</u> |    | <u>Correct Answer and Feedback</u>   |
|-------------|----|--|
| 1.          | A. | 1 and 3.<br>Infiltrators do this... (page 4-10, para 6)  |
| 2.          | D. | All statements are correct.<br>Stragglers are also... (page 4-2, para 10, 12)                                |
| 3.          | C. | 1, 2, and 4.<br>Beware of deliberate... (page 4-6, para 3)   |
| 4.          | B. | 3 and 4.<br>He directs set up... (page 4-4, para 3)<br>In planning straggler... (page 4-4, para 5)           |
| 5.          | A. | 1.<br>Straggler control... (page 4-9, para 2)  |
| 6.          | C. | 3 and 4.<br>The collecting point... (page 4-9, para 2)<br>A straggler collecting point... (page 4-9, para 5) |
| 7.          | B. | 2 and 3.<br>They should look... (page 4-5, para 1)   |
| 8.          | D. | All statements are correct.<br>This choice is based... (page 4-6, para 4)                                    |
| 9.          | B. | 1, 2, and 3.<br>Following processing... (page 4-8, para 2)   |
| 10.         | D. | All statements are correct.<br>The movement of... (page 4-10, para 6)  |
| 11.         | C. | 3 and 4.<br>The basic task of... (page 4-11, para 3)   |
| 12.         | D. | 1, 3, and 4.<br>They will reconnoiter... (page 4-11, para 3)   |

## LESSON 5

### INFORMATION GATHERING AND DISSEMINATION OPERATIONS/ INTELLIGENCE COLLECTING AND REPORTING

Critical Task: 01-3753.00-3003

#### OVERVIEW

##### LESSON DESCRIPTION:

In this lesson you will learn to conduct the information gathering and dissemination operation.

##### LEARNING OBJECTIVE:

- ACTION:** You must conduct BCC operations.
- CONDITION:** You have this subcourse, paper and pencil.
- STANDARD:** You must demonstrate your knowledge of the task by correctly answering 70 percent of the multiple-choice questions on the examination.
- REFERENCE:** The material contained in this lesson was derived from the following publications: FM 19-4.

#### INTRODUCTION

In battle, units will change locations rapidly. The need for timely information will be imperative. Units moving through the rear area will need help to find the best route to their destination and intelligence on enemy activity.

#### PART A - INFORMATION GATHERING AND DISSEMINATION

MP acquire information from units they encounter throughout their area of operation. They then furnish this information to other units. MP also gather information on road conditions, ongoing operations, and other intelligence from road users, stragglers, and refugees. This information is passed on to other road users.

The dissemination of information is an overall command responsibility. No specific plans are developed to ensure information is disseminated to MSR users. MP teams disseminate information to MSR users as the teams come in contact with them. They give information only to those authorized. MP may provide information about--

- o MSRs.
- o critical points.
- o contaminated areas.
- o holding areas.
- o medical facilities.
- o petroleum, oil, and lubricant (POL) points.
- o the general locations of major units.

The MP inform road users of MSR conditions, enemy activities, and unit activities.

## PART B - INTELLIGENCE COLLECTING AND REPORTING

In carrying out their BCC mission MP collect intelligence on an almost continuous basis. As MP aggressively patrol, they are able to gather information about the terrain, weather, and activities in their AO. As part of their BCC efforts, they routinely talk to soldiers, local police, and the populace, gathering "human intelligence." They question the local populace about suspicious activity. They also develop contacts with local authorities.

MP should identify the following intelligence:

- o Location and type of possible ambush sites on the route.
- o Terrain where direct enemy fire could stop movement on the route.
- o Natural defense, counterambush, or assembly locations.
- o Places where route users can use or receive emergency help. Such help includes aerial overflights, aerial medical evacuation, counterambush and reaction forces, POL points, ordnance resupply points, vehicle recovery, and emergency communications and frequencies.
- o Locations and descriptions of bridges and tunnels that are prepared for demolition.
- o Enemy situations that could affect route security conditions. These situations include the following:
  - Enemy elements positioned on key terrain.
  - Any observed enemy movement or engagement.
  - Changes in frequency or type of enemy fires in the area.

- Enemy aerial interdiction.

## SUMMARY

Information dissemination and intelligence collecting is a selective process. The information provided by MP includes--

- o directions and guidance.
- o locations for supply and medical units.
- o information on recent enemy activity.

## LESSON 5

### PRACTICE EXERCISE

The following questions will test your understanding of the material covered in this lesson. Each question has only one correct answer. When you have completed the exercise, check your answers with the answer key that follows. If you answer any question incorrectly, review the part of the lesson that covers the subject matter.

1. MP gather what types of information about the battle area?

1. Road conditions.
2. Ongoing operations.
3. Hospital capacity.
4. Intelligence.

- A. 1 and 2.
- B. 3 and 4.
- C. 1, 3, and 4.
- D. 1, 2, and 4.

2. MP disseminate the following types of information?

1. MSRs.
2. Holding areas.
3. Unit strength.
4. Contaminated areas.

- A. 1 and 4.
- B. 1, 2, and 4.
- C. 2, 3, and 4.
- D. 2 and 3.

3. MP gather what types of intelligence about the battle area?

1. All operating unit designations.
2. Any observed enemy movement or engagement.
3. Enemy aerial activity.
4. Ambush sites.

- A. 1, 2, and 4.
- B. 2 and 4.
- C. 1, 2, and 3.
- D. 2, 3, and 4.

## LESSON 5

### PRACTICE EXERCISE

#### ANSWER KEY AND FEEDBACK

| <u>Item</u> |    | <u>Correct Answer and Feedback</u>                   |
|-------------|----|--|
| 1.          | D. | 1, 2, and 4.<br>MP also gather... (page 5-1, para 2) |
| 2.          | B. | 1, 2, and 4.<br>MP may provide... (page 5-1, para 3) |
| 3.          | D. | 2, 3, and 4.<br>MP should... (page 5-2, para 3)      |